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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JANUARY 30th, 1914.

A TELEGRAM published in our columns some days ago announcing that Great Britain, the United States, Belgium and the Netherlands have replied favourably to China's request for a revision of the Import Tariff will bear amplification. Earlier reports in the Northern papers conveyed the impression that China was seeking to immediately raise the tariff to 12½ per cent, as contemplated in the Mackay Treaty, conditional upon the permanent abolition of *likin* and such like dues or duties. But although the Chinese Government eleven years ago recognised that these internal levies "impede the free circulation of commodities and injures the interests of trade," and therefore undertook to completely discard those means of raising revenue, with certain reservations defined in the Treaty, it appears that China is not approaching the Powers at the present time with proposals for giving effect to that unfulfilled treaty pledge. What China is asking from the Powers is such a revision as will make the present nominal five per cent. tariff an effective five per cent. duty. Sir ROBERT BRIDGES has been contributing to the *Peking Gazette* recently a series of very illuminating articles on the subject from the point of view of a disinterested student of a question with which his past experience in the Maritime Customs Service, for several years as Deputy Inspector-General, has made him well acquainted. We pointed out at the time that the Chinese Government

sent its request to the Legations that China is entitled by Treaty arrangement to claim decennial revision of the Tariff. Sir ROBERT BRIDGES understands that what is wanted is not merely a revision of the 1901 tariff, but the re-establishment and the putting into practice of "old-time tariff principles." Though no reference is made at this moment to the question of *likin* abolition in return for increased duty, Sir ROBERT fully believes that the Chinese Government still approves of the arrangement the Mackay Treaty provides, "with perhaps some such improving modification of it as the lapse of years and changes in China's Government may show to be necessary, desirable and possible." The abolition of *likin* on any reasonable terms he regards as a change desirable in every interest, but "seeing that China's whole financial and fiscal system is so to speak, at the moment in a melting pot in which it is likely to remain until whatever date the revised tariff will be decided upon, one can understand why the *likin* abolition is not put forward with prominence." Sir ROBERT thinks the Government is wise first to arrange the question about which there is the least likelihood of serious debate—i.e., the effective 5 per cent. tariff: the settlement of it, he says, goes some way to making the ground for raising the *likin* abolition clearer when the time to raise it seems appropriate. Sir ROBERT in his argument justifying revision shows from the Customs Statistics for 1912 that, roughly, the incidence of the actual tariff as compared with the legitimate 5 per cent. *ad valorem* caused a loss to China of Tls. 6,914,094, or in round numbers 21,054,400. Of this sum Tls. 3,874,141 were lost on the Maritime and Tls. 1,038,943 on the frontier trade, "of which latter, however, we must admit Tls. 594,768 as having been lost legally even if not legitimately." Further analysing the returns, he shows that on five lines of Cotton Goods alone China lost in 1912 at least Tals 1,725,843, and he considers that on this alone a pretty good case for revision is made out.

The booking opens at Moutries this morning for Miss Maud Allan's performance in Hongkong on the 16th 17th and 18th February.

Whilst working at the Cement Works at Hunghom, a coolie accidentally fell into the silos chamber and was fatally smothered in the raw material.

A Japanese engineer, named Furuta, residing at No. 189, Wanchai Road, has reported the loss of seven pieces of jewellery, of the value of \$132, which he believes were stolen by a thief who entered his premises by means of a duplicate key.

Captain P. Beetham, R.N., has been appointed Marine Superintendent of the Canadian Pacific Ocean Service at Vancouver, Captain W. Davidson, R.N.R., will succeed him in the command of the *Empress of Russia*, and Captain A. Hailey, R.N.R., will be transferred from the *Monteagle* to the *Empress of India*. The command of the *Monteagle* will be taken by Captain F. L. Davison.

A meeting of the Sanitary Board was held yesterday. Mr. D. W. Tratman presided, and those also present were the Hon. Mr. E. A. Hewitt, C.M.G., Dr. Fitzwilliams, Messrs. Ng Hon Tsz, Chan Kai Ming, Dr. Clark (Medical Officer of Health), Dr. Pearce (Assistant Medical Officer) and Mr. Bowen Rowlands (Secretary). There was no business of public interest, a few formal matters being dealt with within five minutes.

The Fire Brigade were summoned in the early hours of yesterday morning to a fire at No. 40, Queen's Road East. The building is a three-storied one, and the fire commenced on the ground floor, which was occupied by a Chinese named U Luk, as a tailor's shop. The first and second floors were unoccupied. The flames quickly spread to the upper storeys, and within a very short time the whole place was demolished, the Fire Brigade being powerless. The premises were insured in the Phoenix Insurance Company for \$4,200. The origin of the fire is unknown, and it is very difficult to estimate the damage.

On Wednesday, Lady May was "at Home" at Government House to the members of the Young Women's Christian Association, the attendance numbering about 125. At this gathering Mrs. Jenkins, the honorary secretary, read the correspondence, which we print in another column to-day, relating to the proposed Institute for Women, towards which Mr. Ellis Kadoorie has generously offered to give a sum of \$15,000, or more if necessary. On the strength of these letters it was formally put to the vote of the gathering that the name Y.W.C.A. be changed to that of "Women's Institute" and later to take the name of the "Helena May Institute for Women." The motion was unanimously carried.

TELEGRAMS. TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.] LABOUR LEADERS DEPORTED FROM SOUTH AFRICA.

LABOUR CONFERENCE AT GLASGOW DEMANDS THE RE-CALL OF LORD GLADSTONE.

LONDON, January 29th. At the Labour Conference at Glasgow, Mr. Brownlie, the Chairman of the Amalgamated Engineers, announced that all their officials in South Africa had been arrested, and the books and funds confiscated. They were unable to cable funds to South Africa for fear of confiscation. Mr. Harcourt had refused to receive a deputation, saying that the matter was solely within the competence of the Union Government, but he promised to obtain particulars from Lord Gladstone. Mr. Brownlie declared that he was not satisfied with the answer, and intended to get satisfaction.

LATER. The sudden and secret deportation of ten South African labour leaders to England has created a great stir.

The Labour Conference at Glasgow has passed a resolution demanding the re-call of the Rt. Hon. H. J. Gladstone, Governor-General of South Africa.

Mr. Ramsay MacDonald, M.P., in an impassioned speech, moved the resolution, protesting against the suppression of Trades Unionism in South Africa. He insisted that a searching inquiry should be made into the conduct of the Governor-General, so that future Governors of Dominions should not follow his example. He declared that the deportations formed the most cynical conclusion of the South African war.

Mr. Kerr Hardie pointed out that the Indemnity Act required the King's signature. Lord Gladstone had the power to refuse to sign till it was sent home for consideration.

The resolution was adopted. LATER.

The deported labour leaders were removed to gaol on Monday. At night they were taken in a prison van some miles into the country and put into a train containing troops.

The labour leaders had no idea where they were going, as the windows were dark. They were astounded when they reached Durban.

Even the railway officials were ignorant of what was being done, for the train was designated as a special for conveying a theatrical company.

When the liner *Umgent* had crossed the bar and anchored, and the Labour leaders taken aboard, they were given twelve hours in which to write to their friends.

The *Umgent* is not fitted with a wireless installation, and the Government chartered all the passenger accommodation.

PANAMA CANAL TOLLS CONTROVERSY.

PRESIDENT WILSON AND PREFERENTIAL TREATMENT.

WASHINGTON, January 29th. It is stated that President Wilson, conferring with the Foreign Relations Committee of the Senate yesterday, strongly advocated the cancelling of preferential treatment for American coasting vessels in regard to the Panama Canal, and also urgently recommended the adoption of general Arbitration Treaties with Great Britain and Japan.

THE "BLACK" REPUBLIC.

A REBELLION BREAKS OUT: FOREIGN TROOPS LANDED.

New York, January 29th.

Owing to a revolution and fighting in Haiti, the German cruiser *Vineta* landed 80 bluejackets and two machine-guns at Port-au-Prince. President Oreste and his wife have taken refuge on board the *Vineta*. American bluejackets have also landed there. Cape Haitien is in the hands of the rebels.

SEQUEL TO THE ZABERN AFFAIR.

STRASBURG, January 29th.

The resignation of the Government of Alsace-Lorraine, including the Governor, the Secretary of State, and Under-Secretaries, is impending as a result of the Zabern affair.

TRANS-ATLANTIC SHIPPING WAR.

BERLIN, January 29th.

The rate-war amongst the Trans-Atlantic Shipping Lines has commenced.

[THROUGH REUTER'S AGENCY.] THE PENINSULAR AND ORIENTAL COMPANY.

SELLING OLD SHIPS AND BUILDING BIGGER. LONDON, January 29th.

The Peninsular and Oriental Steam Navigation Company announces that the steamers *Borneo*, *Sunda*, *Palawan*, and *Sumatra* have lately been sold, two for delivery in Japan, and the others to buyers at Bombay. They are being replaced by six ships of the *Khiva* type, and will be double the tonnage of the boats sold, and also have a greater speed. There are now 70,000 tons of ships in construction for the Company, including the *Kaiser-i-Hind*, of 14,000 tons.

FAILURE OF LONDON COAL STRIKE.

LONDON, January 29th.

There is a general resumption of the coal workers. The majority return on the old terms, and without the sanction of the Trades Union.

CABINET MINISTERS' DELIBERATIONS.

LONDON, January 29th.

Another long Cabinet meeting was held yesterday, and there will be a further meeting this week.

THE SUPPLY OF ARMAMENTS TO RUSSIA.

PARIS, January 29th.

A rumour that Krupp has bought the Putiloff Armament Works at St. Petersburg has created consternation in Paris.

The Premier telegraphed to the Ambassador asking to be enlightened on the subject.

PETERSBURG, January 29th. The report that Krupp has bought the Putiloff Armament Works is semi-officially denied. It is stated that the Council of Ministers, desiring to form a Russian private armaments company, selected a firm connected with Vickers Sons & Maxim, and the construction of new works at Thariffain has begun.

MR. J. CHAMBERLAIN'S SEAT.

LONDON, January 29th.

Mr. Austen Chamberlain has decided to contest West Birmingham at the next General Election, when Mr. Joseph Chamberlain, his father, retires from its representation.

AUSTRALIAN CRICKET.

PHENOMENAL SCORING IN INTER-STATE MATCH.

SYDNEY, January 29th.

In a cricket match between New South Wales and Victoria the former State scored 875 (Kelleway 138 and Macartney 201) and Victoria 323 and 311. New South Wales thus winning by an innings and 42 runs. The latter now gains the Sheffield Shield.

ATTEMPTED ARMED ROBBERY.

At the Magistrate's yesterday afternoon, before Mr. F. A. Hazeland, three Chinese were charged with being concerned in an attempted armed robbery at No. 234, Third Street, on Sunday.

Mr. D. Lewis appeared and told his Worship that he represented a man named Yung Chi, but it seemed that he had not been charged.

Asked by his Worship if the man was to be charged, Inspector Dymond said that he did not think so. The matter was in the hands of the Captain Superintendent of Police.

Mr. Lewis said he supposed it was a case in which the police could not find a charge against the man, but he was going to be banished.

Inspector Dymond—I cannot say. Mr. Lewis added that in the circumstances he was not appearing in the case. Inspector Dymond then outlined the facts of the case to his Worship. Four men went to the house of the complainant, and one of them knocked at the door. The matter answered, and after he had enquired their business, the men suddenly jumped at him. He was caught by the throat, and nearly strangled, but he struggled free eventually. He was threatened with knives, but shouted an alarm, whereupon the would-be robbers took to their heels. The matter chased them, and the police joined in, and the defend- ts were arrested. The officer said there was no doubt as to the identity of the men. Dangers were found on them, and the third man also carried wire and wooden gags.

At the Magistrate's yesterday the (Mr. McI. Messer) prosecuted five coolies Captain-Superintendent of Police (Mr. McI. Messer) prosecuted five coolies for trespassing on his private premises. The Magistrate fined the first defendant \$8, two others \$3 each and the remaining two \$2 each.

[“DER OSTASIATISCHER LLOYD” SERVICE.] CHINA SERVICE.

THE SHANGHAI MURDER MYSTERY.

SHANGHAI, January 29th.

The International Settlement Police have made many domiciliary searches for suspects in grogshops and boarding-houses.

Two arrests were made in connection with recent murder cases, but no further progress has been made in solving the Neumann murder mystery. Further cases of housebreaking have taken place.

A MAN WITH FIFTY BOMBS.

At the Station of the Shanghai-Nanking Railway, the Chinese Police arrested a Chinese, named Fan Kiang, who was found to be in possession of 50 bombs, a number of which exploded at the Chapei (Chinese) Police Station, happily with damage to property only. Fan Kiang says that he received the bombs from an unknown foreigner with instructions to deliver them at Hangchow.

THE PRESIDENT AND THE SACRIFICIAL RITES.

PEKING, January 29th.

It is likely that President Yuan Shikai will render the sacrifices to Confucius for the first time before the beginning of Spring, but the sacrifices to Heaven are apparently deferred until the autumn.

CHANG HSUEN.

PEKING, January 29th.

Chang Hsuen has received the Government's permission for his temporary residence at Hsu Chou Fu, as there is no suitable residence at Nanking, or at Chinkiang.

THE CONSTITUTION COMMITTEE.

PEKING, January 29th.

Chao Erh Hsuen and Hsue Shi Chang are named as the Presidents of the proposed Committee for the revision of the Constitution.

EUROPEAN SERVICE.

THE GREEK PREMIER'S MISSION IN BERLIN.

BERLIN, January 29th.

The visit of M. Venizelos to the Deutsche Bank at Berlin was not with the object of obtaining a direct loan, since this was effected by Greece with the help of Paris, but to confer with Professor Kauer on the intended works at the ports of Salonika and the Piraeus.

RUSSO-TURKISH AMITY.

BERLIN, January 29th.

The Russian Embassy at Constantinople is making efforts to re-establish Russo-Turkish amity, especially as regards the Armenian situation.

THE SAN FRANCISCO EXHIBITION.

BERLIN, January 29th.

The German-American Benevolent Committee at San Francisco will erect a building representative of Germany.

The Kali Syndicate and the Hamburg-Amerika Linie will prepare an exhibition therein.

REVOLUTION IN HAYTI.

PRESIDENT A REFUGEE ON A GERMAN TRAINING-SHIP.

BERLIN, January 29th.

The fugitive President of Hayti, Mr. Oreste, has for the present received asylum on board the German training-ship *Vineta*. If his party should be vanquished, he will be transported.

M. KOKOWZEW'S VISIT TO FAR EAST ABANDONED.

BERLIN, January 29th.

M. Kokowzew, the Russian President of the Ministerial Council, and Minister of Finance, has given up the idea of visiting the Far East.

SUCCESSFUL ISSUE OF PRUSSIAN TREASURY BONDS.

BERLIN, January 29th.

The new issue of Prussian Treasury Bonds has been over-subscribed many times.

The market in Government Bonds is very firm.

[“DER OSTASIATISCHER LLOYD” SERVICE.] THE SUPPLY OF ARMS TO RUSSIA.

BERLIN, January 29th.

Reports from the official Russian Press Agency say that the Russian Council of Ministers prefers the Vickers-Maxim Works for the supply of arms—as the Mierfus Vickers have the greatest experience herein.

On account of this, great displeasure is manifested in the Parisian Press, which interprets the decision as discrediting the Schneider Works at Creuzot.

The *Echo de Paris* spreads a rumour that Krupp intend buying up the Russian Putiloff Works. This is officially denied by Russia.

GERMAN TROOPS LANDED IN HAYTI.

BERLIN, January 29th.

The German cruiser *Vineta* has landed troops at Hayti. So also has the American cruiser.

THE JAPANESE RELIEF FUND.

The Japanese Relief Fund Committee acknowledges with thanks the following contributions:—

Previously announced\$300
Messrs. E. D. Sassoon & Co.	... 100
Mr. Ellis Kadoorie	... 25
Anonymous	... 50
Total on the 29th\$375

THE “SILESIA” INCIDENT AT PENANG.

TWO VERSIONS.

A telegram received through Reuter's Agency on the 20th inst. stated that the Berlin newspaper *Tages Zeitung* had published a long and vehement letter from a German resident in the Malay States, protesting against the arrest and conviction of an officer of the steamship *Silesia* at Penang, on 13th December last. The writer of the letter said that abuses of authority, especially toward Germans, are popular sport with British Colonial authorities.

In explanation of this telegram we reproduced from one of the Singapore papers of the 14th December the following:—

“A Chinese fireman having been fined \$10 for cruelty to ducks, a Malay constable boarded the German steamer *Silesia* to collect the fine, with the accused. He returned to the Magistrate, Mr. Sherwood, and complained that the Chief Officer had assaulted him and took away his prisoner.”

“The Magistrate ordered Inspector Low to bring the Officer to Court. The Inspector arrested the officer, Max Pecht, whose resistance was overcome by jujitsu methods.”

“The fireman was fined an additional \$10 for escaping from lawful custody, and the Chief Officer was fined \$10 for assaulting a public servant, and \$15 for abetting the escape of the fireman.”

“The Magistrate told the Chief Officer that he had not behaved in the way he should. He must remember to treat with respect the police of other countries.”

The *Silesia* is at present in Hongkong, and yesterday the Captain called upon us with regard to this statement of the above case, which he described as inaccurate. It is but fair that his version of the affair should be given. He denies that the Chief Officer assaulted the Malay constable, or “took away his prisoner,” in the ordinary meaning of those words, or that the Chief Officer subsequently resisted arrest. He resisted only the manner of his arrest. What happened, according to the Captain's statement, is that when the Malay constable came on board to collect the fine imposed by the Court on the Chinese fireman, the Chief Officer told the constable that the Captain was not at that moment on board. He sent the fireman to the fore-castle and requested the constable to wait for the return of the Captain, who was expected back at any moment. It should be explained that it is not an uncommon thing for the police to bring prisoners off to ships and to collect fines, which are advanced by the Captain in order to avoid delaying the ship by reason of the absence of the necessary complement of men. The Malay constable in this case, either wilfully or through misunderstanding, would not wait, and appears to have reported on his return to the police station that the Chief Officer of the ship had assaulted him and taken away his prisoner. When the European Inspector came off to the ship to execute the Magistrate's order to arrest the Chief Officer he did it by grabbing Mr. Pecht by the wrist, and twisting the officer's arm behind his back. It was against this method of arrest that Mr. Pecht protested. He was quite prepared to accompany the police inspector to the police station, but he objected—and very reasonably, objected—to be arrested in this fashion on his ship in the presence of the crew, and taken through streets crowded with Asiatics as though he were a dangerous criminal. We cannot imagine a Penang Police Inspector arresting the Chief Officer of a P. & O. vessel in this way, and if the Captain's statement represents exactly what happened on the occasion, the conclusion is irresistible that the Magistrate's little homily might have been usefully delivered to the Police Inspector, who should be advised to treat the officers of foreign ships with no less respect and consideration than he would treat those of a British ship.

Y.W.C.A. INSTITUTE.

GENEROUS OFFER BY MR. ELLIS KADOORIE.

The Young Women's Christian Association in Hongkong, which has been making an effort during the past year to secure funds to establish an Institute or Hostel for Women in the Colony, has been greatly encouraged and enormously helped by a generous offer from Mr. Ellis Kadoorie, set out in the subjoined correspondence which has been forwarded to us for publication:—

[Copy.]

Hongkong, January 29th.

LADY MAY,
Government House.
DEAR MADAM,—We are instructed by our client, Mr. Ellis Kadoorie, to inform you that he is willing to place a sum of \$15,000 Hongkong currency for the purpose of erecting a Women's Institute or Hostel in the Colony, provided that within two years from this date an equal sum be raised.

Our client considers that the building will cost at least the sum of \$30,000. The donation offered by Mr. Ellis Kadoorie is offered upon the express condition that the building shall be named and known as "The Lady May Institute" or Hostel as may be decided, or if you so wish, the building shall be designated under your Christian name and surname. Mr. Kadoorie requests us to add that if it be hereafter ascertained that a suitable building cannot be erected for the sum of \$30,000 and it is found that it will cost upwards of \$40,000 he will be willing to pay half the difference in the extra cost.—Yours faithfully,

JOHNSON, STOKES & MASTER.

Government House.

Hongkong, January 24th.

DEAR MR. KADOORIE,—I have received Messrs. Johnson, Stokes & Master's letter of the 22nd January containing your most generous offer to give a sum of \$15,000 or perhaps \$20,000 to establish a Women's Institute in the Colony provided that within two years an equal sum be raised.

You have made it a condition of your offer that the Institute should be named after me. As you are no doubt aware, I have for some years past been closely associated with the work of the Y.W.C.A., and I have no doubt it was the knowledge that this Association has no building of its own and is hampered by want of funds that prompted your kind offer.

I therefore accept your generous offer, for which I and all those connected with the work I have mentioned are most deeply grateful. It is our intention that the Y.W.C.A. shall merge in due course into the new Institute which will be managed on similar lines, and—if your generosity meets with response from others—with a much wider scope.

I have, as you know, deputed to the new Institute, when established, being called after me, as I feel that I have done no more than many others to merit the distinction. But as you cannot be persuaded to waive this stipulation, I accept it with a deep sense of your kindness in making it. I propose therefore that the new Institute be known as the "Helena May Institute for Women."

I am sending your letter and my reply to the public Press in the hope that the publicity given to your offer may induce others to contribute towards the completion of the scheme.—Believe me,

Yours sincerely and gratefully,

HELENA A. V. MAY.

It will be observed that the condition on which Mr. Kadoorie's offer is made is that an equal sum be raised within the next two years. With an example of public spirit such as Mr. Kadoorie has shown that ought not to be a difficult condition to fulfil. A sum of about \$1,800 has been collected in furtherance of this project since it was first publicly announced about a year ago, and it may be recalled that Mr. Kadoorie started the fund with a donation of \$300. The purpose of the Hostel was explained in the last annual report of the Association following upon an allusion to the death of Miss Eyre, who was one of the founders of the Association and a most devoted and hard-working Secretary. "It was Miss Eyre's great desire," the Report said, "to see in Hongkong some sort of lodging accommodation under the auspices of the Y.W.C.A. for women passing through en route to other places, as well as for residents needing temporary shelter. The Council are fully in sympathy with the idea because they know the need is a real one. The past year alone has given instances of this. At present sufficient funds for such a scheme are lacking, but it is hoped that in the near future the necessary money may be forthcoming and that ladies travelling alone may find in Hongkong something of the same kind of lodging accommodation as is provided for them in Colombo, Singapore, Bombay, Calcutta and Shanghai, and for which we are constantly being asked." It only remains to be added that donations should be sent to Mrs. J. H. Kemp, 2, Gomes Villas, Rowland. All sums received will be acknowledged in the Press.

HONGKONG CRICKET CLUB.

The following will represent the H.K.C.C. against the Garrison in the Triangular League to-morrow, 31st January, on the Club Ground, play to commence at 2 p.m.:—A. C. E. Elborough (Capt.), R. N. Anderson, F. K. Brownrigg, C. C. Clarke, A. A. Claxton, D. E. Donnelly, A. L. Gace, R. Kennedy, M. M. Mead, S. S. Moore and T. E. Pearce.

SUPREME COURT.

Thursday, January 29th.

IN APPELLATE JURISDICTION.

BEFORE THE CHIEF JUSTICE, SIR WM. REES DAVIES, K.C., AND MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

A QUESTION OF MARTIAL LAW.

The hearing of the motion in connection with the alleged embezzlement of \$150,000, the property of the Kwangtung Government, by Chung Sau Nam, was resumed.

At the outset of the hearing, Sir Francis Pigott handed in a long list of facts, which, he said, would show that the rebellion was crushed by the Central Government. He also asked to be allowed to correct a slip which he had made the previous day in answer to a question put to him by the Puisse Judge. He was dealing with the necessity of severing facts committed in Canton from the facts committed in Hongkong. The Puisse Judge asked whether it would be possible to sever criminality from the political aspect of the evidence, and he (Sir Francis) certainly gave a very wrong answer to it, and one quite inconsistent with his previous arguments, because the question took him by surprise. The answer should have been this:—

That in so far as the Canton facts are concerned, whatever evidence could be derived from them, as against the Republic or the Government, would be political, on account of its close proximity to what Chan Kwing-ming did. That would make it political. But if they were viewed as mere criminal offences then the offence was against Chan Kwing-ming and the rebel Government, the offence against the rebel Government with which, he contended, the Government had nothing to do.

Mr. Alabaster continued his Common Law argument on the last charge, that of extradition. There was, he said, nothing to describe the offence as a crime under Section 62 of the Larceny Ordinance. There was no evidence before the Magistrate that would warrant him committing on that charge, as he did. Chung Sau Nam, the fugitive, was charged with being entrusted with certain valuable securities... the property of the Government of Kwangtung, in order that he might remit the proceeds thereof to Shanghai and thence to Nanking. There was no evidence before the Magistrate that those cheques were handed to him to remit to Shanghai. The only person against whom such a charge could be made was the Commissioner of Finance in Canton, yet the Crown did not allege that. The evidence was that Chung Sau Nam brought an order to the Treasury, and that order required the Commissioner of Finance, not the fugitive, to remit money to Shanghai, and thence to Nanking. The Commissioner of Finance did not do that, and therefore, if anybody could be said to be guilty of the offence it would be that official, and that would be absurd. Some subordinate in the Treasury, not the Commissioner of Finance, but the chief clerk in the Finance Department, handed the fugitive two bearer cheques, not two drafts on Shamoan, and the clerk had said that he did not know what they were for. That was all the evidence that he was entrusted with the cheques, but the Crown had to prove that he was entrusted with the cheques for the purpose of remitting to Nanking. If bearer cheques were handed to a person they had to be negotiated by that person; bearer cheques were negotiable by delivery. It was, he submitted, perfectly clear, on the evidence, that Chan Kwing-ming did not entrust the fugitive with the two cheques: the evidence was that Chan Kwing-ming only gave him two documents which he dealt with as directed. It was also perfectly clear that the Commissioner of Finance did not hand Chung Sau Nam the cheques, or he would have been called to say so. Speaking of simple larceny, Mr. Alabaster quoted Archibald, which laid it down that the Crown must prove, in a complicated case, what was larceny. No mere assumption could be made because the case was complicated; the offence had to be proved. Guilty knowledge was not sufficient; the Crown must bring some actual case under which the charge came. They also had to show, in extradition cases, some known form of larceny and show that it came within the charge. The Crown had brought two charges in connection with the same transaction, and that was wrong. In accordance with English Law two such charges could not be brought simultaneously. Because of that, and the other irregularities and want of evidence which had been pointed out, he asked for the application to be upheld.

Replying, Mr. Sharp said he proposed to deal with what Sir Francis Pigott had said, while Mr. Potter would reply to Mr. Alabaster. His submission was that their Lordships had really to consider the Magistrate's jurisdiction, and whether he had jurisdiction to do what he had done. Also, whether the fugitive had shown that the offence was of a political character. It was not for the Crown to prove that it was not, but for the fugitive to prove that it was and also, if so, whether it was an extraditable offence. The Magistrate said that the evidence satisfied him to the point that there was "strong probable presumption." The Magistrate, in other words, had said to the Crown, "assuming you have to bring your case up to so high a standard—strong probable presumption—you have done so." But there was a difference between "strong probable presumption" and a *prima facie* case. There Lordships' powers were given, and limited, by the Extradition Ordinance. Mr. Sharp then proceeded to deal with the important point raised by Sir Francis Pigott on martial law, and at the commencement, said he would like to have an intimation from their Lordships whether that was, or was not, a matter for their jurisdiction.

Their Lordships intimated that they would like to give Sir Francis Pigott an opportunity of saying something on that point.

Sir Francis said that he had a long and elaborate argument on the point, but, for the sake of time, he would make the unusual application that he should read his argument and supply copies subsequently.

Their Lordships agreed to this course. Sir Francis, during his reading of the argument, emphasised the fact that during martial proceedings in any country, extradition treaties were suspended. There was, he said, a great difference between Martial Law and Law Martial, and extradition was entirely a question of prerogative. It was not sanctioned, legalised, legitimated, or authorised; it was a treaty arrangement made between two Sovereigns. A treaty making a prerogative was a prerogative which the Courts recognised.

Mr. Sharp contended that Sir Francis Pigott had to show that Chung Sau Nam was serving a party and that what he did was done for the purpose of politically assisting his party. No one could really say whether Chan Kwing-ming was dishonest or not, they could only infer such a thing from the attendant circumstances. He submitted that the attendant circumstances inferred that Chung Sau Nam was trying to get the money in his own name, in his own possession, and outside the jurisdiction of China. That must be inferred from the steps which he took. Chung Sau Nam did get the money into his own possession, and also in his name at the bank in Hongkong. He got the drafts from Shamoan in his own name, he placed the money in the bank in his own name, and even now he claimed the money as his own. However, the fugitive had told a tissue of lies which was proved by the evidence of the Captain Superintendent of Police. The Crown, he said, had documents to prove that the statement which he made on the *York* was an absolute falsehood. Chan Kwing-ming was never seen on the *York*. Therefore, he held that the onus was on the other side to prove that what Chung Sau Nam did was a political offence; that it was done with a political motive. The explanation given by Sir Francis on that point, he held, was not sufficient.

The hearing was further adjourned.

CORRESPONDENCE.

HONGKONG LAND RECLAMATION CO., LTD.

AND HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 29th January.

DEAR SIR,—With reference to the questions which were asked by Mr. Grist at the meeting of the Land Reclamation Co., Ltd., yesterday, and to the Chairman's answers, it would appear that the Managing Directors claim commission in respect of interest accruing on profits earned by the Company (capable of division amongst the shareholders) whether deposited with a Bank, or with any other person, or corporation, or invested, as well as on the profits themselves. Thus, interest in respect of the large sum of \$888,669.57 carried forward to new account will be debited with a payment of 10 per cent. to the Managing Directors. Putting this interest at 6 per cent. the Managing Directors will net a sum of \$4,192.01 per annum on money which belongs, to the shareholders, and the greater part of which should be actually paid to them. Can it be that this state of affairs was contemplated at the time the Company was floated, and is authorised by the Memorandum and Articles of Association, as stated by the Chairman? I doubt it. Would it not be the more correct construction of the articles that, while the Managing Directors are entitled to a commission on the profits earned by means of their efforts, the shareholders are entitled to the profits themselves, and consequently to the whole of the interest accruing thereon? With regard to the Chairman's reference to my letter in your issue of the 23rd instant and statement at the meeting of the Land Investment and Agency Co., Ltd., yesterday to the effect that I am not a shareholder in that Company, it is quite true that my name is not on the register of shareholders, but nevertheless I was then a large shareholder and am not in the habit of interfering where I am not personally interested.—I am, dear Sir, yours faithfully,

N. H. N. MODY.

HAMBURG LETTER.

[SPECIALY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

HAMBURG, December 31st.
TRADE REVIEW.

The annual report of the Chamber of Commerce that has appeared, as usual, a few days before the end of the year, takes a less gloomy view of affairs than the majority of the commercial world here seems inclined to do. During the greater part of the year the wars in the Balkan States were still raging and a general feeling of uneasiness prevailed lest they should lead to serious complications amongst the Great Powers. Fortunately, in spite of many conflicting interests, a good understanding was maintained and peace in the Near East restored at last through their united efforts, but the negotiations over the final settlement amongst the Balkan Governments themselves still drag on. The spirit of enterprise which the events of the summer and autumn had almost entirely checked show few signs of revival as yet, the political upheavals in Mexico acting as a fresh damper. It is a matter for congratulation that the energy displayed by Yuan Shih-kai in the new Republic of China has succeeded in overcoming the numerous opposing parties.

Notwithstanding the apparent harmony amongst the Great Powers, they are all considering it necessary to increase their armaments, and as this means an increase in the expenditure on new taxes, it has had an unfavourable effect on the economic development of this country. Apart from political apprehensions, the anticipation of the impending new taxation and the continued stringency of the money markets, the unsettled state of affairs in the United States exercised a disturbing influence on trade in Europe. A thorough recovery from the crisis of 1907 had not been arrived at there yet, whilst the Presidential election this year, with the prospective change in the commercial policy of the country, caused renewed uneasiness. The uncertainty with regard to the new customs tariff, the repeated attacks on the trusts by the Government, and the scarcity of money which was felt there quite as much as in the old world, stopped the way to improvement, besides shaking the confidence of the public in the great industrial establishment of the country, which made it difficult for the latter to obtain the necessary funds for further expansion except at onerous rates and for short terms. Another adverse factor was the poor yield of most of the crops, which made itself all the more keenly felt, as owing to the rapid growth of the population of the United States the home demand for breadstuffs is steadily increasing. It led to a rise in wages, so that the manufacturing and transport industries had not only the anti-trust and other obstructive measures to contend with, but were also hampered by higher working expenses.

The situation in the southern republics of the continent was still less favourable than in the United States, for, owing to the decline in the prices of most of their products, the purchasing power of the people was impaired, whilst the markets were well stocked in consequence of heavy previous imports, so that there was no inducement for merchants to send orders to Europe. This and other adverse influences which affected the export trade of the port only began to be keenly felt, however, in the second half of the year, as a number of orders booked during the period of activity had still to be filled during the first six months. The delay in remittances from the South American States, particularly from Mexico, moreover, rendered extreme caution in the execution of orders necessary. The demand for the Far East, on the other hand, was pretty brisk, stocks in those markets having run very low; remittances from those parts came in punctually.

The import business has not been satisfactory, owing partly to short crops in the producing countries, as already stated, partly to the decline in prices of most commodities, which latter is all the more deserving of notice, as it arose less from an over-supply of goods than from the holding back of purchasers. The crops in this country having been abundant, high prices of breadstuffs, such as ruled in the last two years, need not be apprehended, and as the effects of the increase in prosperity of the people are becoming more apparent the general outlook may be said to be improving. The building trade alone has been perfectly stagnant for some time, money, particularly on second mortgages, being difficult to obtain. The capital issue business was much restricted and bankers' and other financial establishments had to take over large amounts of Treasury bonds, German and foreign, for their own account, as the public showed little interest in them, which, of course, caused a further withdrawal of money from the markets. Under the circumstances, the wise discount policy of the Reichsbank initiated last year and its successful efforts to raise its metallic reserves bore good fruit by compelling the commercial community to exercise a wholesome restraint in their dealings.

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"WORTHY OF THE WEST END,"

THE IDOL'S EYE

CITY HALL.

FEBRUARY 12th, 13th AND 14th.

Hongkong, 28th January, 1914.

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SILVER PROSPECTS IN 1914.

WORLD FACTORS DISCUSSED.
PRODUCTION AND DEMAND.

A copy of Messrs. Samuel Montagu & Company's annual bullion letter dealing with the events of the past year has just come to hand. Extremely interesting as it all is, space will not permit us to quote more than the following extracts in which the prospects of silver in the present year are discussed:

Although the history of silver fails to interest, clues as to the future movements of prices are far more enticing to the practical man. A consideration of the sources of demand and supply is therefore necessary in order to obtain some idea of the prospects of silver in 1914.

Although industrial consumption must ultimately absorb all surplus silver, prices are unlikely to give way much for that reason. The following extract from a New York paper betrays the characteristic optimism of the energetic people of that city, and evidently contains more than a mere germ of truth: "In sensitising film and paper for use in photography pure silver bullion is treated with nitric acid, and so large has the business grown that the leading producing firm in America uses one-third of the silver output of American mines, or five tons a month." Photography is a pursuit which gains in interest. It must not be forgotten that the fall in the price of silver to the neighbourhood of 24d. a few years back opened countless new outlets for silver goods. These new uses would not be checked appreciably by the rise of a few pence in the price of silver, a rise which means nothing perceptible in the value of a quantity of silver spread over a portable frame, but means a very great deal indeed to mining interests.

During the period of China's constitutional difficulties industrial consumption has had to bear the full burden of absorbing surplus supplies. If the affairs of China were on an unfettered and prosperous basis, the lower the price of silver, the more eager would China be to digest the metal. Abnormal political difficulties have caused China's gorge to rise against silver. Chinese exports are neither superabundant, nor easy to bring to market in the present unsettled conditions. The support given to silver on account of Chinese loans has been hitherto fitful and temporary. The whole transaction of remittance is so interwoven with trade movements and the nature of Government indebtedness, that it would be rash to say that China, either on the score of loans or trade, will necessarily be a predominant factor in the silver market in 1914.

The demand by India, apart from coinage, shows no sign of diminution. Possibly, greater use is being made of gold for jewellery, owing to the steadiness of that metal as to value; nevertheless, the means of every peasant will not admit of the outlay involved in decorating his family with gold ornaments, though his prosperity has increased greatly in recent years. It may, therefore, be assumed that the industrial consumption of silver in India will fall very little, if at all. The probability of India requiring silver for coinage depends entirely upon the month of 1914. The experience of the last two years seems to show that four or five million pounds of silver is quite a probable demand for this purpose in the event of good Indian harvests. It would not be wise to ignore the undoubted tendency which has set in to make use of sovereigns in the financing of crops, though any change from silver to gold coins must be more or less gradual in operation. All districts are not, or at any rate, are not yet, suited for such a currency. The question, therefore, whether a sixth good monsoon will follow the last five is of very great importance to the future of the market.

Germany and other European countries will certainly continue to figure as important factors. The former country has found silver a safe means of supplementing its war chest, and in the present state of international affairs no reversal of this recent policy is at all likely to take place.

As a consequence of financial difficulties Mexico coined silver considerably in the year 1913, and it is very probable that further silver will be required in 1914 for the purpose of minting coins of lower denominations than the peso. The body politic of Mexico is not healthy; from day to day one knows whether or not the heart, that is to say, Mexico City, will be affected. Silver raised from the vicinity of Mexico City has been almost entirely by recent events, although supplies of ore, usually sent northward to the United States, have had to be held back. A continuance of trouble must to some extent check the output of this most important of producing countries.

The outputs of Canada and the United States of America next merit attention. The production of Canada can increase no longer back. It is a question whether that of 1913 has exceeded that for 1912, which was stated officially as 31,931,710 oz., and there is no reason to expect that the output for 1914 will show any improvement. In fact, some falling off is not at all unlikely. The mining industry of the United States of America stands on so secure and conservative a footing that a system of gradual and steady development is followed. The rather better level of prices which has obtained recently may have encouraged the working of lower-class ores, but, even if this should have been the case, no important alteration in the production from this quarter is likely.

To sum up, demand, as a whole, is likely to be good, especially as a large Indian "year" account is still in existence, whilst production has little chance of expansion, and the world's apparent stock is much reduced. In these circumstances, whatever portion may remain of the stock lately held by the Indian Specie Bank, and taken over by the Syndicate, it cannot be regarded as a burden upon the market in the year 1914, nor as any obstacle to the higher prices possible should another prosperous year in India become a welcome fact.

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"LEST WE FORGET"

A TALE OF TWO DOLLARS.

Under these headlines, the *Shanghai Mercury* publishes the following:—
The sadly harassed but brilliantly financed British Government this month, we believe, makes its annual raid on the pockets of its loyal and never-failing subjects resident in Shanghai. There has, not so far as we remember, yet been given the customary official order by His Majesty's most honourable representative, but we very much doubt if any oversight on the part of the gentleman looking after the interests of King George and his merry men (including Chancellor George) will later be accepted as an excuse by the tribunal before which common or garden mortals may be haled for their sins of omission. Even the most ignorant of laymen knows that "ignorance of the law is no excuse" and ignorance, like charity, covers a multitude of sins—almost certainly, though we cannot quote authorities, inclusive of forgetfulness, lack of funds, and such like possible tenderings to the dispenser of Justice. On the other hand we cannot call to mind a single case where absent-mindedness on the part of a Consul-General or his henchmen involved the delinquents in anything more serious than a local reprimand. We throw out the suggestion of this palpable gross neglect in the statute books of Great Britain first to the home socialists or to the "Business Government" Party so keenly advocated by our old friend John Bull. Failing acceptance in these quarters, we submit it with all due humility to the local legal fraternity for consideration and improvement during the forthcoming vacation in the sincere hope that the hint does not render the printers liable to prosecution for "lese majeste."

By the time the unfortunate reader reaches this stage in what we may warn him is not a news item but—small consolation—will not conclude by advocating the buying of the latest medicine on the market, he probably will be searching his brains for the discovery of what it is all about. Summarised, then, it is a question of two dollars as the Americans might style it, "two dollars' worth of neglect." Our recollection is not far astray when we say that this is the month during which all Britishers are expected to part with this sum at H.B.M.'s Consulate on the Bund. After which announcement we must immediately apologise to our British readers. It really is too bad to remind them of the debt which they doubtless were willing, if not to forget, at least to fall to remember. But patriotism is a glorious virtue, and, calling to mind our duty the other day, we feel compelled to pass the good word along to brother-patriots. It is a splendid idea to now and again mulct the subjects of King George in a couple of dollars. It assures at least an annual reminder of one's country and one's King—even if it also brings to the front the problem of where these two dollars disappear to. Certainly Lloyd George cannot know of them directly—prayer heaven he may not have these lines brought to his attention—or he would doubtless by this time have given Shanghai residents an overwhelming reason why the annual fee would be very much more convenient if a five dollar bill were payable instead of two big dollars. So far the little hen-roost in the Far East has escaped notice and we live in hope, but, after all that, we are still as far away as ever from a reason for the gathering in of this harvest. Probably it is better, after the remembrance of the gentleman who presently controls the State finances, not to press the question too far. It might end disastrously for

the payers: it would, at all events, create little anxiety in the precincts of Downing Street.

Let us rather consider the glorious privileges to which we are entitled after payment of our fee. There can always be had, free of charge, a view of the Union Jack flying from the flagstaff of the Consulate; once a year or so we may walk through the grounds which the Chancellor of the Exchequer kindly provides for the recreation of His Majesty's representatives; there is a Consular gaol, inspection of which is free, and there are many other advantages well worth an annual two dollars. In fact the two dollars might be regarded as an excellent investment though we very much doubt if it actually is.

THE MURDER OF IUNG KWE-SHING.

In reporting the assassination of Iung Kwe-shing, a Tientsin contemporary states that he was travelling from Peking under the protection of two Government detectives. Half-an-hour before the train should have reached Tientsin it was rumoured amongst the passengers that a prominent Chinese was lying dead in his coupé. The report was first made by the detectives, who are alleged to have been absent for some time from Iung's compartment and that it was during their absence that the murder was committed. There was a great commotion on the train, and on its arrival in Tientsin the two detectives were placed under arrest. A scene of the wildest consternation was witnessed at Tientsin Central Station. The people rushed about in alarm and assumed a threatening attitude, being only kept in check at the point of the bayonet.

There were seven foreigners in the dining car when the murder was discovered and they rushed to the coupé indicated by the Chinese. This was in the first class car nearest the restaurant. They found Iung lying on the seat quite dead. He was in a white gown and wearing foreign boots. The deceased had been stabbed in the right side. A blood-stained dagger, similar in appearance to a foreign hunting knife, lay on the opposite seat. There were abundant signs of a struggle having taken place. No one on the train appears to have heard any sound.

LATEST STEAMER MOVEMENTS.

The E. & A. str. *St. Albans* left Sydney for this port on the 28th January, via Queensland Ports, Port Darwin, Timor and Manila, and may be expected to arrive here on or about 21st February.
The Mogul Line str. *Atoll* left U.K. on the 31st December, and is due to arrive here on or about 14th February.
The Barber Line str. *Satsuma* left New York on the 14th January, and is due to arrive here on or about 14th March.
The Mogul Line str. *Patian* left U.K. on the 25th January, and is due to arrive here on or about 5th March.
The str. *Glenaglen* passed the Suez Canal on the 27th January, for Hongkong via Straits.
The O.P.R. str. *Empress of Japan* left Yokohama on the 29th January, and is due to arrive at Kobe on the 30th January, at 4 p.m.
The Silk shipped from Hongkong by R.M.S. *Empress of Russia* on the 1st January, reached New York on the 28th January.

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ARRIVALS.
ANYO MARU, Japanese str., 1,346, Yamamoto, 26th January—Chingwantao Kaisha.
25th January, Coal—Mutsu Bussan Kaisha.
ARRATON ALCAR, British str., 2,931, W. Walker, 23rd January—Japan 18th January, General—David Sassoon & Co.
BENLAVERS, British str., 2,520, H. W. Bee, 23rd January—Mojito 18th January, Coal—Mitsui Bussan Kaisha.
BORNEO, German str., 1,344, J. Koehler, 27th January—Sandakan 22nd January, Timber and General—Melchers & Co.
CANADA MARU, Japanese str., 3,760, H. Yamamoto, 25th January—Shanghai 22nd January, General—Osaka Shosen Kaisha.
CHONGSHING, British str., 1,256, Liddell, 20th January—Taichang 15th Jan., Jardine, Matheson & Co.
CHITLI, British str., 1,509, W. McIntosh, 21st January—Swatow 20th January, General—Butterfield & Swire.
CHINWUA, British str., 1,346, Hindlayson, 23rd January—Manila 20th January, General—Butterfield & Swire.
CHINKIANG, British str., 1,239, G. R. Ainslie, 27th January—Bangkok 18th January, Rice—Butterfield & Swire.
CHIPSING, British str., 1,189, E. W. Schenk, 27th January—Manila 24th January, General—Jardine, Matheson & Co.
CHUNSHAN, British str., 1,418, G. J. Matlock, 21st January—Swatow 20th January, General—Jardine, Matheson & Co.
DAIER MARU, Japanese str., 846, S. Takushige, 28th January—Tamsui 25th January, General—Osaka Shosen Kaisha.
EMPEROR OF ASIA, British str., 8,883, S. Robinson, 22nd January—Yanchover 3rd January, Mails and General—Canadian Pacific Railway.
EMPEROR OF INDIA, British str., 6,000, F. L. Davison, 10th January—Yanchover 20th December, General—C. P. R.
FENGSHIN, British str., 1,073, Harris, 25th January—Swatow 24th January, Ballast—Butterfield & Swire.
GREENFALLOCH, British str., 1,434, W. L. Gardner, 29th January—Singapore 13th January, General—Chinese.
GLENGRUIE, British str., 2,399, V. Graves, 21st January—Singapore 16th January, General—Chinese.
HAIHONG, British str., 1,267, W. C. Passmore, 23rd January—Swatow 27th January, General—Douglas LaPraik & Co.
HANGSHAN, British str., 1,358, S. Wilde, 24th January—Shanghai 20th January, General—Jardine, Matheson & Co.
HOBROW, British str., 999, McCulloch, 24th January—Port Courbet 24th January, Coal—Butterfield & Swire.
HOFANG, British str., 1,359, Robertson, 27th January—Chingwantao 22nd January, Coal—Jardine, Matheson & Co.
HSINCHIN, Chinese str., Westerlund, 24th January—Shanghai, 21st January, General—Chinese.
ICHANG, British str., 1,238, Shane, 25th January—Port Courbet 22nd January, Coal—Butterfield & Swire.
JOHANN, German str., 951, Ipland, 23rd Jan.—Hohow 20th January, General—Jensen & Co.
KAIFONG, British str., 1,987, H. Mathias, 26th January—Haiphong 24th January, General—Butterfield & Swire.
LINAN, British str., 1,356, W. O. Jones, 23rd January—Shanghai 20th January, General—Butterfield & Swire.
LINGKOW, British str., 5,838, F. W. Cullum, 25th January—Shanghai 22nd January, General—Butterfield & Swire.
LEYMOON, German str., 1,236, Abshagen, 24th January—Saigon 20th January, Rice—Chinese.
MAGHEW, German str., 995, Zollner, 22nd January—Hohow 21st January, Rice—Butterfield & Swire.
MEXICO CITY, British str., 2,971, Starkey, 25th January—Mojito 20th January, Coal—Chinese.
MICHAEL JENSEN, German str., 957, Jacobson, 22nd January—Hohow 21st January, General—Chinese.
NANYO MARU, Japanese str., 1,935, Kato, 22nd January—Hongay 19th January, Coal—Mitsui Bussan Kaisha.
PHIA NANG, German str., 1,025, N. G. Mager, 21st January—Saigon 16th January, Rice—A. Bane & Co.
PITANULOK, German str., 1,267, W. Taubert, 23rd January—Bangkok 15th January, General—Butterfield & Swire.

PROMETHEUS, Norwegian str., 1,025, H. Jensen, 25th January—Bangkok 17th January, Rice—Thoresen & Co.
TAISHO MARU, Japanese str., 2,037, G. Shimidzu, 23rd January—Dairen, 17th January, General—Mitsui Bussan Kaisha.
TAIZAN MARU, Japanese str., 2,945, Gode, 27th January—Dairen 22nd January, Coal—Mitsui Bussan Kaisha.
TATONSTE, French str., 619, Grohlon, 27th January—Kumong 24th January, Salt—Chinese.
THONGWA, British str., 6,298, O. M. Robins, 27th January—Mojito 23rd January, General—David Sassoon & Co.
TJINAHU, Dutch str., 3,815, J. R. Buys, 23rd January—Macassar 13th January, Sugar—Java-China-Japan Lijn.
TJINAKOR, Dutch str., 4,971, A. W. La Rooy, 25th January—Mikie 21st January, General—Java-China-Japan Lijn.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Persia* arrived at Manila on the 27th January, at 6 p.m., and left that port on the 29th January, at 6 p.m., and may be expected to arrive at Hongkong on the 31st January, at noon.

The T.K.K. str. *Hongkong Maru*, which left San Francisco on the 3rd January, is expected to arrive at this port via Honolulu, Japan ports and Shanghai on the 31st January, between 9 and 8 a.m.

THE AUSTRALIAN MAIL.

The E. & A. str. *Empire*, from Sydney, etc., left Port Darwin, for this port on the 24th January, and may be expected to arrive at Manila on the 1st February.
The I.G.M. str. *Prins Waldemar* left Sydney on the 10th January, at 11 a.m., and may be expected here on or about the 2nd February.

THE GERMAN MAIL.

The I.G.M. str. *Dorflinger*, carrying the German mails, with dates from Berlin of the 7th January, left Colombo on the 25th January, and may be expected here on or about the 5th February.

MEHROBAT STEAMERS.

The A.L. str. *Vorwarts* left Singapore for this port on the 23rd January, and will arrive here on the 30th January.
The str. *Rubi* left Manila on the 27th January, and is due here on the 30th January, at daylight.

The A.L. str. *Bohemia* left Singapore for this port on the 23rd January, and will arrive here on the 31st January.

The Ben Line str. *Benagosa*, from Middlesbrough and London, left Singapore for this port on the 24th January, and may be expected to arrive here on or about the 31st January.

The Danish str. *Indien* left Port Said on the 10th January, and may be expected here on or about the 1st February.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Bombay for this port via Singapore on the 14th January, and is expected here on the 1st February.

The N.Y.K. str. *Tamba Maru* (American Line) left Yokohama for this port via ports on the 18th January, and is expected here on the 1st February.

The N.Y.K. str. *Kamakura Maru* (Bombay Line) left Bombay for this port via Singapore on the 13th January, and is expected here on the 5th February.

The H.A.L. str. *Andalusia* left Moji via Tsingtau on the 26th January, a.m., and may be expected here on or about the 5th February.

The H.A.L. str. *Arugonia* left Sabang on the 23rd January, a.m., and may be expected here on or about the 7th February.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Melbourne for this port via ports on the 14th January, and is expected here on the 9th February.

The N.Y.K. str. *Katori Maru* (European Line) left London for this port via ports on the 3rd January, and is expected here on the 11th February.

The N.Y.K. str. *Aki Maru* (American Line) left Seattle for this port via ports on the 13th January, and is expected here on the 18th February.

The Barber Line str. *Satsuma* sailed from New York on the 14th January for Hongkong.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Laiyang, from Calcutta, is due in Hongkong 1st February.

Fookong, from Calcutta, is due in Hongkong 6th February.

Vennacher, from Tacoma, is due in Hongkong 1st February.

Cardinaline, from London, passed the Canal 2nd January, is due in Hongkong 2nd February.

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 9.30 A.M.

All Claims must reach us before the 5th Feb., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 29th January, 1914. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NORE."

Arrived Hongkong on 26th January, 1914,
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUZ, & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless intimation is given to the contrary within 6 hours.

Goods not cleared within 3 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and TUESDAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 26th January, 1914. [1]

B.S. "MACLEAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. "Bretan" and "Cocher" and from Bordeaux ex S.S. "Cambrai" and "Y. Cotte" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 4th Feb. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 7th Feb., or they will not be recognized. All damaged packages will be examined on the 4th Feb. at 10 A.M.

No Fire Insurance has been effected.

S. C. de BUISSIERE,
Acting Agent.

Hongkong, 28th January, 1914. [2]

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND MOI.

THE Steamship

"THONGWA."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 28th January, 1914. [60]

PASSED THE CANAL.

December 19th—*Nacodonia, Persia.*
December 23rd—*Atrous, Kaama, Deike Rickmers.*

December 30th—*Benevone, Meinan, Nubia, Sagonia, Tydeus, Wakasa Maru.*
January 2nd—*Cardiganshire.*

January 6th—*Bohemia, Konang St. Spasia, Stentor, Sanda, Demodocus.*
January 9th—*Valentia.*

January 13th—*Benlomond, Denbighshire, Derfflinger, Eumaeus, Glenelocky, Inden, Nile, Segovia.*

January 16th—*Agamemnon, Atholl, Austria, Brasilia, Munster Castle, Katori Maru, Nera.*

January 16th—*Sachsen.*

January 20th—*Ambrisa, Isiria, Perseus, Sardinia.*

January 23rd—*Nippon, Scandia, Almark, Indra.*

January 27th—*Benalder, Glenelocky, Kleist, Malta, Myrmidon, Fursi Bulow, Patricia.*

LEADING BRITISH SHIPPING LINES.

LARGE ADDITIONS TO THE BRITISH INDIA.

The New Year's Number of the *Syren and Shipping Illustrated* contains a number of interesting features, including photographs of tank and other steamers in early stages of construction. "The Ship of the Year," to which an illustrated article is devoted, is the *Galra*, built by Alexander Stephen & Sons for the Royal Holland Lloyd. But the article which will probably interest most readers is again that dealing with Big Shipbuilding and containing a table setting out the number of vessels, gross tonnage, and their average size on January 1st, 1914, and January 1st, 1904. It is pointed out that there has been a remarkable development of the relative positions of the large steamship companies. Twelve months ago the Ellerman Lines headed the list with a total of 553,136 tons gross, while the British India was a good second with 553,422 tons. The Ellerman Lines added nearly 35,000 tons to its fleet during the past year, but it was not able to retain its place at the top. The British India additions amounted to nearly 100,000 tons, and the company's flag thus flies at the head of the list with 713,087 tons to its credit. The article continues:

Another striking feature of the present table is the renewed eclipse of the White Star Line. Twelve months ago we had chronicled the fact that the great Liverpool Company had been ousted from third place by the P. & O. Line; and now we find it shouldered out of the fourth position by Messrs. Alfred Holt & Co. The Union-Castle Line has also fared badly in the struggle. Last year it was seventh on the list, whereas it is now eleventh, having been beaten by Messrs. Elder Dempster & Co., the Royal Mail Steam Packet Company, the Leyland Line, and Messrs. T. & J. Harrison. It has, however, the consolation of knowing that the rise of its allied undertaking, the R.M.S.P. Company, has been almost phenomenal. Twelve months ago that company occupied the 13th place, with a total of 246,355 tons; to-day it is eighth on the list, with a total of 323,412 tons. The Cunard Line retains its position, being still No. 12, but the Clan Line has gone down two places, and now follows the Canadian Pacific Company. The latter has made a decided move upwards, outstripping both the Pacific Steam Navigation Company and Messrs. Lamport & Holt, while the City Line and Messrs. Thomas Wilson, Sons, & Co. have changed places. The latter now taking the lead, with a total tonnage of 214,089 tons. A similar result is to be noted with regard to the Allan Line and Messrs. R. Ropner & Co., but this, presumably, is due to the transference of certain Allan steamers to the Donaldson Line.

The following figures, extracted from the table in the article, show the position of the first 10 companies:

Line	No. of Vessels	Gross Tonnage
1.—British India	161	713,087
2.—Ellerman Lines (Ltd.) (including Bucknall's)	131	595,123
3.—P. & O. Co.	98	540,564
4.—Alfred Holt & Co.	77	513,107
5.—White Star Line	32	487,002
6.—Furness Line	121	401,333
7.—Elder Dempster & Co. (Ltd.)	111	352,588
8.—The Royal Mail Steam Packet Co.	64	325,412
9.—Leyland Line	50	323,929
10.—T. & J. Harrison	61	316,276

In all, particulars of 74 lines are recorded in the table, the smallest amount of tonnage being 51,913.

SINGAPORE'S FINANCES.

FAILURE OF THE DEBENTURE ISSUE.

The Singapore Municipality, about as much as any private individual, is feeling the pinch of poverty at the moment, says the *Straits Times*. Its advertised issue of a \$2,000,000 loan—part of the 4½ millions sanctioned by the Government under the Municipal Ordinance in the fall of last year—was to some extent a forlorn hope from the moment of launching. It came out on a desperately weak market in December, at a time when even the most sanguine promoter of anything could not have expected more than an extremely feeble response. At all events, of the two million dollars asked for the Municipality has only secured about one million and that at the rate of 90 per cent. Many of the tenders, in fact, were as low as 80, but at that rate the percentage of interest prohibited acceptance. Even at 80 the investment gives a return of almost 4 per cent. per annum. The largest block taken up was \$200,000 worth by the Penang Municipality, which thus secured a good investment for its sinking fund. It may, at the same time, be mentioned that the Singapore Municipality subscribed \$300,000 of its sinking fund towards the \$200,000 loan issued recently by Penang.

The singular inopportune of the issue of the Singapore loan might lead one to wonder why a better time was not chosen, and in justice to the Municipal authorities it ought to be stated that their hands were forced in the matter. The delay in passing the Municipal Ordinance, in the first half of last year, spoilt the chance of floating on a good market, as it is admitted by local financial experts that the 4½ millions could have been raised in April last with little or no difficulty. Even when the Ordinance did eventually come into force on July 1st there was further delay while the Legislative Council and the Executive Council discussed the uses to which the money was to be devoted. So it was not till November that the Municipality was at liberty to make the issue. The Kwong Yik bank had just failed and the local bazaar was in a rapidly demoralising condition, but as the Municipality's needs could not be denied the issue had to be made at once.

THE DAY OF ECONOMIES.
The obvious consequence is that until the money market improves sufficiently to justify the issue of another portion of the loan the Municipality will have to retrench and work along as best it may on straitened finances.



Let Sanatogen give you Health, Strength & Energy.

Almost everyone is familiar with the action of ordinary tonics—and with the reaction which generally follows.

But Sanatogen is different—its invigorating effects last, and there is no reaction. Sanatogen is simply a scientific health-food, with true tonic properties, and free from dangerous drugs or stimulants.

Give Sanatogen a Trial.

That is why so many experienced Europeans in the East are Sanatogen-users, and why you should give it a trial. You will hear the best better, you will feel calmer and more cheerful, your appetite and digestion will improve, and you will sleep better and work with more energy. Moreover, you will be much less liable to catch Dysentery, Stomach and Bowel Complaints, and other diseases. Buy a bottle of Sanatogen at the nearest Chemist's, and write, mentioning this paper, for a Free Copy of "The Art of Living."

Sir Gilbert Parker,

the popular novelist, writes: "I have used Sanatogen with extraordinary benefit. It seems to me a very valuable nerve tonic. It is a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the overworked body and mind."

Mr. Henry Arthur Jones,

the famous dramatist, writes: "Sanatogen seems to me a very valuable nerve tonic. I have several times taken it when run down and always with excellent results."

Sir H. Hesketh Bell, K.C.M.G.,

writes: "For a man doing hard mental work in an enervating climate, there is, according to my experience, no better invigorator than Sanatogen."

A. Wulffing & Co., 6, Kiukiang Road, Shanghai.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
WIMAH	—	—	JAVA	First half of February.
WILATJAP	JAVA	First half of February.	JAVA	First half of February.
WITABOEM	JAVA	First half of February.	SHANGHAI	First half of February.
WITJONG	JAVA	First half of February.	JAPAN	First half of February.
WIKINI	JAVA	Second half of February.	SHANGHAI	Second half of February.
WITBODAS	JAVA	First half of March.	JAPAN	First half of March.
WITPANAS	JAVA	First half of March.	SHANGHAI	Second half of March.
WITMANOEK	JAVA	Second half of March.	SHANGHAI	Second half of March.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 30th January, 1914. [18]

STOP! LOOK! LISTEN!

RACES are coming, and we have JUST UNPACKED for the Season—

LADIES' FASHIONABLE SILK NECK WEAR, Best Variety Selection ever shown in Our Special Show Case.

Finest Quality, Various Designs—Handkerchiefs, Latest Style Colours, Ninnos, News, Style Tweed and Showerproof Hats.

Come Early before they are Sold Out.

HOOSAIN-ALI & Co.,

10, D'AGUIAR STREET.

Hongkong, 26th November, 1913. [87]

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, SEEDS, BOOKS,

TOYS, &c.

JUST RECEIVED:

POSTAGE STAMP CATALOGUES

FOR 1914.

Hongkong, 26th December, 1913. [1403]

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HONGKONG HOTEL.

Mr. E. S. Abraham	Mr. J. W. Lee-Jones
Mr. L. Adler	Mr. H. T. Jones
Mr. E. Mrs. E. I.	Mr. H. J. Kohn
Agassiz	Mr. F. R. King
Mr. A. de St. Andre	Mr. & Mrs. Kooka
Mr. J. L. Avenima	Mr. & Mrs. H. A. Koster
Mrs. Provost Rubin	Mr. S. Koon
Mr. E. R. Beto	Mr. A. Kruseman
Mr. L. Beckingsale	Mr. E. B. Lambert
Mr. & Mrs. O. Beer	Mr. A. Lambelot
Mr. C. D. J. Bell	Mr. S. E. Leavitt
Mr. G. A. Bea	Mr. G. T. Lloyd
Mr. G. A. Bick	Mr. W. Logan
Mr. G. W. Birks	Mr. J. Macdonald
Mr. & Mrs. F. Bopp	Mr. S. Malkin
Mr. H. Bridges	Mr. J. Marguardt
Mr. L. A. W. Brook	Mr. C. Farbrother
Capt. G. Byers	Mason
Miss M. Bull	Miss M. Matheson
Dr. Bulah	Mrs. R. T. Matheson
Mr. W. H. Burt	Miss Mary
Miss Helen Cadbridge	Dr. O. Martlett
Mr. A. J. Cambridge	Miss Martin
Mr. G. W. Carson	Dr. G. W. Mackean
Baroness la Caze	Mr. & Mrs. G. Martin
Mrs. J. D. Champlin	Mr. C. Matthieson
Mr. W. B. Clarke	Mr. F. A. MacIntosh
Mr. W. E. Clayton	Mr. & Mrs. E. F. Mauldon
Mr. & Mrs. D. B. Clark	Capt. & Mrs. J. McClure
Miss D'Almada	Mrs. C. W. Mead
Castro	Mr. B. K. Mehta
Master D'Almada	Mr. J. Mercer
Castro	Mr. P. Meyer
Mr. & Mrs. F. X. D'Almada	Mr. D. M. Mickle
Dr. A. L. E. F. Coleman	Mr. G. S. Middleton
Mr. D. E. D. Cohen	Mr. N. S. Milkowski
Mr. C. Cordis	Mr. & Mrs. E. P. Morris and child
Mr. G. P. Curry	Mr. A. Mullinghaus
Mr. J. Dean	Dr. D. R. Nolle
Dr. H. Dore	Miss G. O'Leary
Mr. C. H. Doh	Mr. C. F. Osborne
Mr. R. M. H. Davis	Miss Osborne
Rev. & Mrs. F. Ward	Mrs. McKinley Osborne
Denys	Mr. L. S. Peck
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Miss Dorothea Denys	Mr. & Mrs. D. Y. Perkins
Miss Givendolyn Denys	Mr. A. Petersen
Miss Muriel Denys	Dr. Picotier
Mr. & Mrs. Derteano and 2 children	Mr. & Mrs. E. Pihet
Signor A. Dickson	Mr. & Mrs. B. Pihet
Mr. R. H. Douglas	Mr. & Mrs. B. Pihet
Mr. D. S. Douglas	Mr. G. Hutton-Potts
Mrs. J. M. Doyle	Mr. A. B. Purvis
Mr. J. Duncan	Miss Raymond
Mr. J. C. Dyer	Mr. E. H. Ray
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Mr. H. Freeman	Mr. H. Saywell
Mr. A. A. Fyfe	Mrs. Schenck
Mr. & Mrs. A. Fyfe	Mr. E. H. Sharp
Mr. A. Gallotti	Mr. J. C. Sibley
Mr. H. Garrow	Mr. A. Glingby
Dr. Gessler	Mr. & Mrs. E. E. Smith
Miss Gilgall	Miss Smith
Mr. & Mrs. D. E. Gilgall	Mr. A. B. Sorenson
Miss Ella Gilgall	Mr. A. J. de Souza
Mr. G. Gordon	Miss A. Square
Mr. I. Gourgey	Mr. W. Stafford
Mr. V. Goulbourn	Mr. H. E. Swaffield
Mr. & Mrs. J. Gould	Mr. & Mrs. G. B. Swift
Mr. R. J. Grimshaw	Mr. F. Smyth
Mr. P. O. de Grisogono	Mr. J. B. Southmayd
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Hea Mr. E. A. Hewitt	Mr. J. E. Ursin
C.M.O.	Mrs. F. Vee
Mr. W. C. Harris	Mrs. H. A. Walker and 2 children
Mr. J. Scott Harston	Capt. H. A. Walker
Mr. & Mrs. H. F. Hickman	Mr. H. Watkins
Dr. Hartmann	Mr. F. W. White
Mr. J. A. Higgins	Mr. L. M. Whyte
Mr. R. De L. Hordern	Mr. A. Nieu-Whyte
Mr. W. B. Hind	Mr. J. Wilson
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strong	Hunter
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Mr. & Mrs. W. C. Barrett and child	a.g.a.
Lt. & Mrs. Bedwell, R.N.	Mr. & Mrs. Miller-Jones
Mr. & Mrs. Bell and children	Miss Keith
Fleet Surgeon & Mrs. Bernard, R.N.	Capt. & Mrs. Kiddle, R.N.
Mr. & Mrs. Beyer	maid and child
Miss Borge	Mrs. Mrs. Koch
Major & Mrs. Bowna	Mrs. Martin and child
Mr. Bowdler	Mr. & Mrs. Macdonald
Col. & Mrs. Baker	Miss Macdonald
Brown	Dr. Macfarlane
Miss Baker Brown	Maj. & Mrs. Melhuish
Mr. W. B. Brown	children & nurse
Hea Mr. & Mrs. Bucknill, child & maid	Mr. & Mrs. E. N. Mitchellmore and child
Mr. E. Cary	Rev. Copley Moyle
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Mr. & Mrs. Clarke	Col. & Mrs. O'Hara
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Major Dorgan	Mr. T. L. Perkins
Mr. A. Du-ton	Mr. J. I. Ruaner
Major Kaishino	Mr. Powell
Mr. Fearon	Lt. Col. Radcliffe, R.N.
Miss Fearon	Mr. F. L. Rellon
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Lt. Col. Gordon Hall	Lt. & Mrs. Sharp, R.N.
R.A.M.C.	Major Simons
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Mr. Heermann	Saunt
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Mr. & Mrs. J. Owen	Mr. & Mrs. G. E. Hughes and child
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Major & Mrs. Humphreys	Capt. Whitefield
	Mr. David Wood

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JANUARY TO JUNE, 1913. With INDEX. Price \$7.50. On Sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 30th July, 1913.

WEATHER REPORT.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

The Steamship "DEVANHA," Captain W. R. Hickey, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, TO-MORROW, the 31st January, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOREA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay and transhipped to s.s. "CALCUTTA," due in London on the 13th March, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 19th January, 1914. [1]

THE DOLLAR STEAMSHIP CO.

PROPOSED SAILINGS.

FOR SAN FRANCISCO AND SAN PEDRO.

S.S. "HAZEL DOLLAR" On 10th Feb.
S.S. "ROBERT DOLLAR" On 31st Mar.
S.S. "M. S. DOLLAR" On 28th Apr.

Connection made with Salt Lake Railway at San Pedro for OVERLAND points.

For rates, space and further particulars apply to

THE ROBERT DOLLAR CO.,
V. M. SMITH,
Manager.

Telephone 792,
3, Queen's Building,
Hongkong, 25th January, 1914. [198]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "ERROLL" On or about 14th Feb.

For Freight and further information, apply to

DODWELL & Co., Ltd.,
Agents.

Hongkong, 21st January, 1914. [159]

GLEN LINE (MCGREGOR, GOW & CO.) LTD.

THE Steamship

"GLENFARG" (Capt. H. J. HENDERSON),
For HAMBURG, LONDON, ROTTERDAM & ANTWERP.

The above Steamship will be despatched for the Ports named, on or about 3rd March.

"GLENLOGAN" (Capt. J. S. MCGREGOR),
For LONDON VIA PLYMOUTH.

This Steamship will be despatched for the above Port on or about 31st March.

Saloon Passage, Hongkong to LONDON
(including First Class Rail Fare Plymouth to LONDON).

£40.

For freight or passage, apply to

SHAW, TOMES & Co.,
Agents.

Hongkong, 30th January, 1914. [192]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (from 1903), and other Useful Information.

PRICE: 1/6 Cash.

On Sale at the "DAILY PRESS" Office or Local Bookseller.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's Pier. 2. From Harbour Master's Pier to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEHRE.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	J. J. Hickey	JARDINE, MATHESON & Co., Ltd.	On 3rd Feb.
LONDON & ANTWERP VIA SINGAPORE, &c.	NANKIN	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	About 4th Feb.
LONDON VIA PLYMOUTH	GLENLOGAN	Am. str.	—	J. McGregor	SHAW, TOMES & Co.	About 31st Mar.
HAMBURG, LONDON, ROTTERDAM & ANTWERP	GLENFARG	Am. str.	—	W. J. Henderson	HAMBURG-AMERICA LINE	About 3rd Mar.
MARSEILLES, HAVRE & HAMBURG, &c.	ANDALUSIA	Ger. str.	k. w.	Holler	MESSEGERIES MARITIMES	On 10th Feb.
MARSEILLES VIA SAIGON, SPIER, COLOMBO, PORT SAID	CORDILLERE	Frech. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 10th Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	Dehnicke	HAMBURG-AMERICA LINE	On 11th Feb., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	SUEVIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 2nd Mar.
MARSEILLES, LONDON & ANTWERP	SYTHONIA	Ger. str.	—	Fredericks	MESSEGERIES MARITIMES	On 6th Mar.
MARSEILLES, DUNKIRK, ROTTERDAM & BREMEN &c.	MARK	Ger. str.	k. w.	Luebecke	HAMBURG-AMERICA LINE	About 10th Mar.
HAVRE, BREMEN & HAMBURG, &c.	O. J. D. AHNES	Ger. str.	k. w.	Teranaka	HAMBURG-AMERICA LINE	On 22nd Feb.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PREUSSER	Ger. str.	—	H. Yagumoto	HAMBURG-AMERICA LINE	On 14th Feb.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA JAKU	Jap. str.	—	Nagatani	JARDINE, MATHESON & Co., Ltd.	On 10th Feb., at Noon
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CANADIANSHIRE	Brit. str.	—	T. Hamada	OSAKA SHOSHIN KAISHA	On 4th Feb., at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	SAXONIA	Ger. str.	k. w.	P. von Binzer	OSAKA SHOSHIN KAISHA	On 6th Feb.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	TACOMA MARU	Jap. str.	—	Sander, Wiedner & Co.	OSAKA SHOSHIN KAISHA	On 21st Feb., at 1 P.M.
NAPLES, GENOA, ALGIERES, LISBON, SOUTHAMPTON	PHINZ LUDWIG	Am. str.	—	DODWELL & Co., Ltd.	NIPPON YUSEN KAISHA	On 3rd Feb., at 10 A.M.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	CHINA	Am. str.	—	CANADIAN PACIFIC R. Co.	SANDELL, WIELKE & Co.	About 2nd Feb.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Am. str.	—	SANDELL, WIELKE & Co.	SANDELL, WIELKE & Co.	On 15th Feb., at 4 P.M.
NEW YORK	ERROLL	Brit. str.	—	DODWELL & Co., Ltd.	OSAKA SHOSHIN KAISHA	About 14th Feb.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	CANADIAN PACIFIC R. Co.	OSAKA SHOSHIN KAISHA	On 5th Feb., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEPAGE	Brit. str.	2 m.	CANADIAN PACIFIC R. Co.	OSAKA SHOSHIN KAISHA	On 8th Apr., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PELHIA	Am. str.	—	PACIFIC MAIL S.S. Co.	OSAKA SHOSHIN KAISHA	On 7th Feb., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	HONGKONG MARU	Jap. str.	—	TOYO KAISSEN KAISHA	OSAKA SHOSHIN KAISHA	On 10th Feb.
SAN FRANCISCO & SAN PEDRO	HABEL DOLLAR	Brit. str.	—	THE ROBERTS LINE & CO.	NIPPON YUSEN KAISHA	On 2nd Feb., at Noon.
AUSTRALIAN PORTS VIA MANILA	AUDENHAM	Brit. str.	—	NIPPON YUSEN KAISHA	MELCHERS & Co.	On 11th Feb., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	MELCHERS & Co.	TOYO KAISEN KAISHA	On 21st Feb., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Jap. str.	—	TOYO KAISEN KAISHA	JAVA-CHINA-JAPAN LINE	On 3rd Feb.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KITO MARU	Ger. str.	—	JAVA-CHINA-JAPAN LINE	SANDELL, WIELKE & Co.	Quick despatch.
JAPAN	TULIOW	Dut. str.	—	SANDELL, WIELKE & Co.	NIPPON YUSEN KAISHA	About 1st Feb.
YOKOHAMA & KOBE via SHANGHAI	VORWAERTS	Am. str.	—	TOZAWA	MELCHERS & Co.	To-day.
KOBE (direct)	BOMBAR	Jap. str.	—	O. Jurani	NIPPON YUSEN KAISHA	About 5th Feb.
KOBE	PRINZ WALDEMAR	Ger. str.	—	Murai	JARDINE, MATHESON & Co., Ltd.	On 12th Feb., at 11 A.M.
KOBE & YOKOHAMA	KIKORI MARU	Jap. str.	—	T. A. Mitchell	NIPPON YUSEN KAISHA	On 12th Feb., at 11 A.M.
MOJI & KOBE	POKESANG	Brit. str.	—	M. Winckler	OSAKA SHOSHIN KAISHA	On 11th Feb., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	KYUNAN MARU	Jap. str.	—	C. J. Swanson, R.N.R.	OSAKA SHOSHIN KAISHA	On 31st inst., at D'light.
WEIHAUWEE, CEEFOO & DALNY	KWANGSHI	Brit. str.	1 m.	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI, KOBE & MOJI	TOBILIA	Brit. str.	—	JARDINE, MATHESON & Co., Ltd.	SANDELL, WIELKE & Co.	To-morrow, at Midnight.
SHANGHAI & TSINGTAU	YINGCHOW	Brit. str.	1 m.	JARDINE, MATHESON & Co., Ltd.	SANDELL, WIELKE & Co.	On 1st Feb., at D'light.
SHANGHAI	HANGSANG	Brit. str.	—	JARDINE, MATHESON & Co., Ltd.	SANDELL, WIELKE & Co.	On 1st Feb., at 6 A.M.
SHANGHAI	BOHEMIA	Am. str.	—	JARDINE, MATHESON & Co., Ltd.	OSAKA SHOSHIN KAISHA	On 3rd Feb., at D'light.
SHANGHAI	WOSANG	Brit. str.	—	JARDINE, MATHESON & Co., Ltd.	OSAKA SHOSHIN KAISHA	On 3rd Feb., at Noon.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	JARDINE, MATHESON & Co., Ltd.	OSAKA SHOSHIN KAISHA	On 4th Feb., at Noon.
SHANGHAI	LOKSANG	Brit. str.	—	HAMBURG-AMERICA LINE	JARDINE, MATHESON & Co., Ltd.	On 4th Feb.
SHANGHAI, KOBE & YOKOHAMA	LAISANG	Ger. str.	k. w.	Hennecke	JARDINE, MATHESON & Co., Ltd.	On 4th Feb.
SHANGHAI, KOBE & YOKOHAMA	ANSHU	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 4th Feb.
SHANGHAI	DERFFLINGER	Ger. str.	1 m.	J. R. Harris	OSAKA SHOSHIN KAISHA	On 4th Feb.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	KANCHOOW	Brit. str.	1 m.	F. Froese	OSAKA SHOSHIN KAISHA	On 4th Feb.
SHANGHAI, TSINGTAU	NILE	Brit. str.	—	H. Powell	OSAKA SHOSHIN KAISHA	On 4th Feb.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NERA	Frech. str.	—	G. J. Caldwell	OSAKA SHOSHIN KAISHA	On 4th Feb.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LIANGCHOW	Brit. str.	1 m.	H. Nomura	OSAKA SHOSHIN KAISHA	On 4th Feb.
SHANGHAI, KOBE & YOKOHAMA	HIARAKA MARU	Jap. str.	—	G. J. Caldwell	OSAKA SHOSHIN KAISHA	On 4th Feb.
SHANGHAI	ASSATE	Brit. str.	—	ARTHUR NISSON & Co.	OSAKA SHOSHIN KAISHA	On 4th Feb.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PEKING	Swed. str.	—	JAVA-CHINA-JAPAN LINE	OSAKA SHOSHIN KAISHA	On 4th Feb.
SHANGHAI	TAIYOHSEN	Dut. str.	—	OSAKA SHOSHIN KAISHA	OSAKA SHOSHIN KAISHA	On 4th Feb.
ANPING & TAKAO via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSHIN KAISHA	On 4th Feb.
FOOCHOW via SWATOW & AMOY	KAKIO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHIN KAISHA	On 4th Feb.
TAMSUI via SWATOW & AMOY	LAIRANG MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSHIN KAISHA	On 4th Feb.
SWATOW, AMOY & FOOCHOW	BAIKOING	Brit. str.	2 h.	W. C. Passmore	OSAKA SHOSHIN KAISHA	On 4th Feb.
SWATOW	HAINUN	Brit. str.	2 h.	J. W. Evans	OSAKA SHOSHIN KAISHA	On 4th Feb.
SWATOW, AMOY & FOOCHOW	HATTAN	Brit. str.	2 h.	J. S. Enoch	OSAKA SHOSHIN KAISHA	On 4th Feb.
SWATOW, AMOY & FOOCHOW	HATTANG	Brit. str.	2 h.	A. D. Hodgins	OSAKA SHOSHIN KAISHA	On 4th Feb.
MANILA	LOONGSANG	Brit. str.	—	W. G. Leask	OSAKA SHOSHIN KAISHA	On 4th Feb.
MANILA, MANGARIN, CEBU & ILOILO	SUBI	Am. str.	—	J. Miller	OSAKA SHOSHIN KAISHA	On 4th Feb.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Sidford	OSAKA SHOSHIN KAISHA	On 4th Feb.
MANILA	YUNGSANG	Am. str.	—	JARDINE, MATHESON & Co., Ltd.	OSAKA SHOSHIN KAISHA	On 4th Feb.
MANILA, MANGARIN, CEBU & ILOILO	SUNGKIANG	Am. str.	1 m.	JARDINE, MATHESON & Co., Ltd.	OSAKA SHOSHIN KAISHA	On 4th Feb.
BATAVIA, CHERIBON, SAMARANG, &c.	ZAPHO	Dut. str.	—	F. H. Rolfe	OSAKA SHOSHIN KAISHA	On 4th Feb.
BOMBAY via S'PORE, PORT S'PAH, PENANG, &c.	TEUKAN	Jap. str.	—	F. H. Rolfe	OSAKA SHOSHIN KAISHA	On 4th Feb.
BOMBAY via SINGAPORE, COLOMBO	KANNAN MARU	Jap. str.	—	F. H. Rolfe	OSAKA SHOSHIN KAISHA	On 4th Feb.
SINGAPORE, PENANG, & CALCUTTA	TOTOBI MARU	Jap. str.	—	F. H. Rolfe	OSAKA SHOSHIN KAISHA	On 4th Feb.
SINGAPORE, PENANG, RANGOON & CALCUTTA	ARABOTON APCAR	Brit. str.	—	F. H. Rolfe	OSAKA SHOSHIN KAISHA	On 4th Feb.
SINGAPORE, PENANG & CALCUTTA	KIRIN MARU	Jap. str.	—	F. H. Rolfe	OSAKA SHOSHIN KAISHA	On 4th Feb.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	F. H. Rolfe	OSAKA SHOSHIN KAISHA	On 4th Feb.
JESSSELTON, KUDAT & SANDAKAN	LOVAT	Brit. str.	—	F. H. Rolfe	OSAKA SHOSHIN KAISHA	On 4th Feb.
	BORNEO	Ger. str.	—	F. H. Rolfe	OSAKA SHOSHIN KAISHA	On 4th Feb.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched to SHANGHAI, KOBE and MOJI on 30th January, at Noon.

S.S. "DILWARA," 5,328 tons, Captain N. Ramage, R.N.R., will be despatched to YOKOHAMA, KOBE and MOJI on 2nd February.

WESTWARD

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 30th January, at 5 P.M.

S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched as above on 3rd February.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 29th January, 1914.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Hongkong, 21st January, 1914.

AGENTS

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

LONDON & ANTWERP "MONMOUTHSHIRE" On 3rd February.
LONDON & ANTWERP "DEN OF AIRLIE" About 8th March.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND "CARDIGANSHIRE" About 5th Feb.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND "RADNORSHIRE" About 8th Mar.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.
JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Hongkong, 20th January, 1914.

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CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE THROUGH CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER					To L'POOL					FROM L'POOL					FROM VANCOUVER				
Steamers	Hongkong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	St. John N.B.	Liverpool	Arrive	Leave	Arrive	Leave	Arrive	Leave	Steamers	Vancouver	Yokohama	Kobe	Nagasaki
EMPERESS OF INDIA	Thurs. 5 Feb.	8 Feb.	10 Feb.	12 Feb.	14 Feb.	26 Feb.	4 Mar.	11 Mar.	—	—	—	—	—	—	EMPERESS OF JAPAN	15 Jan.	29 Jan.	30 Jan.	1 Feb.
EMPERESS OF ASIA	Thurs. 19 Feb.	22 Feb.	23 Feb.	25 Feb.	27 Feb.	8 Mar.	14 Mar.	21 Mar.	—	—	—	—	—	—	EMPERESS OF RUSSIA	19 Jan.	9 Feb.	11 Feb.	12 Feb.
EMPERESS OF JAPAN	Thurs. 5 Mar.	8 Mar.	10 Mar.	12 Mar.	14 Mar.	26 Mar.	1 Apr.	8 Apr.	—	—	—	—	—	—	MONTEAGLE	19 Feb.	7 Mar.	10 Mar.	12 Mar.
EMPERESS OF RUSSIA	Thurs. 19 Mar.	22 Mar.	23 Mar.	25 Mar.	27 Mar.	8 April.	11 April.	18 April.	—	—	—	—	—	—	EMPERESS OF INDIA	5 Mar.	19 Mar.	20 Mar.	22 Mar.
MONTEAGLE	Thurs. 8 April.	11 April.	13 April.	15 April.	18 April.	2 May.	—	—	—	—	—	—	—	—	EMPERESS OF ASIA	19 Mar.	30 Mar.	31 Mar.	2 Apr.

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Meals and Sleeping	Car Berth across	Canada 25% additional
EMPERESS OF RUSSIA	£71.10	£71.10	—
EMPERESS OF ASIA	£65	£65	—
EMPERESS OF INDIA	£43	£43	—
EMPERESS OF JAPAN	£45	£45	—
MONTEAGLE	£43	£43	—

Hour of Departure—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the

PACIFIC MAIL S.S. Co. or TORO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUZUKI MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Bath Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SELEND OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

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ARRIVALS.

CHINA, British str., C. H. S. Tocque, R.N.R., 29th January—Singapore 24th January. Mails and General.—P. & O. S. N. Co.

CEYLON MARU, Japanese str., 3,142, H. Neguchi, 29th January—Singapore 23rd January. General.—Nippon Yusen Kaisha.

FEICHING, Chinese str., 979, A. A. Crawford, 29th January—Shanghai 25th January. General.—Chinese.

HAKUSHIMA MARU, Japanese str., 3,749, Neguchi, 29th January—Moji 23rd January. Coal.—Osaka Shosen Kaisha.

HANCHOV, British str., 900, G. Wicks, 29th January—Chinkiang 24th January. General.—Butterfield & Swire.

LAURET, British str., 1,340, Wawn, 28th January—Saigon 23rd January, Rice and General.—Chinese.

NARVA, British str., 2,494, J. A. Moses, 29th January—Singapore 22nd January. Bulk Oil.—Asiatic Petroleum Co.

NIPPON MARU, Japanese str., 3,164, J. Satow, 26th January—Java 19th January. Sugar.—Order.

SILESIA, German str., 2,846, Christiansen, 29th January—Shanghai 25th January. General.—Hamburg-America Line.

YINGCHOW, British str., 1,207, C. C. Williams, 28th January—Shanghai 25th January. General.—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

January 29th.

CHINA, British str., for Shanghai.

HAIRMAN, British str., for Swatow.

HANCHOV, British str., for Canton.

HUE, French str., for K. C. Wan.

NINCCHOW, British str., for Liverpool.

PAKHOI, British str., for Shanghai.

SILESIA, German str., for Hamburg.

YINGCHOW, British str., for Canton.

DEPARTURES.

January 29th.

ALBANIA, German str., for Chingwantao.

CEYLON MARU, Japanese str., for Kobe.

FOOCHOW, British str., for Saigon.

GEORGE, Russian str., for Nagasaki.

HIRANO MARU, Jap. str., for Yokohama.

INSEA MARU, Japanese str., for Bombay.

LUGHOV, British str., for Shanghai.

MADELLAN, French str., for Yokohama.

YOKOSHIMA MARU, Jap. str., for London.

YON MARU, Japanese str., for Canton.

YANGTZE, British str., for Shanghai.

PASSENGERS.

ARRIVED.

Per Yingchow, from Shanghai, Mrs. Dobbin, Mrs. Simpson, Rev. Brother Maudslayi, Mr. Peter Bell and Mrs. A. S. P. White Cooper.

Per China, for Hongkong, from London, etc., Miss Laird, Lieut. F. J. B. Gibson, from Marseilles, Mrs. Parr, Miss C. E. W. Hunt, Mr. G. W. Berks, Mr. G. A. Berks, Mr. Rosa Jan, from Bombay, Miss E. G. Crew, from Singapore, Dr. Rehberg, Mr. S. A. Dixon, Mr. Perkins, Mr. J. S. Peck, Mr. and Mrs. Morris and child and Mr. A. H. Fair.

DEPARTED.

Per Hirono Maru, for Japan, etc., Miss E. McLaren, Miss M. Farquharson, Miss Nish, Mrs. K. M. A. Gutierrez and child, Mr. K. Kobu, Capt. Kishii, Mr. R. Takemura, Capt. Makino, Mr. Y. Fukushima, Mr. C. V. Jay, Miss R. Hayashida, Miss S. Fukunaga, Miss N. Tashima, Miss K. Kawada, Mr. K. Ohashi, Mr. R. Ogawa, Mr. B. Hiraoka, Mr. T. Takahashi, Mr. and Mrs. Y. Numano and Mr. Numano.

Per Ujigasaki Maru, for London, etc., Mr. K. Fikagawa, Mr. I. Takarai, Mr. Y. Wada, Mr. H. Honning, Mr. T. Hojima, Mrs. K. Hojima, Mr. S. Naruse, Mr. K. Kejone, Mr. L. Genis, Mr. Albert Kluman, Mr. T. M. Little, Mr. Hancock, Mr. S. D. Aspland, Mr. K. Mitsui, Mr. K. Kiyozawa, Mr. L. Galvan, Mr. and Mrs. Casselman and 2 children, Mr. S. Matsubara, Mr. F. Maron, Mr. A. P. West, Mr. E. H. Brodber, Mr. H. Fujita, Mr. K. Takahashi, Mr. K. Hokitsu, Mr. E. A. Vio, Mr. Lyon, Master Lyon, Mr. and Mrs. Yates and 3 children, Messrs. K. Baito, S. Shimizu, S. Tanaka, K. Kikuchi, Galk, P. Kiyu, S. J. Penberton, R. Takatani, P. Kiyu, M. Shizuno, R. Wilson, T. Koyama, M. McLellan, T. Yokoi, S. Nakano, M. Sasaki, G. Tani, J. Matsui, C. Duncan, R. Hagihara, K. Nakagawa, T. Yeguchi, N. Matsuo and Capt. Bogh.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 31st Jan.	See Special Advertisement.
LONDON AND ANTWERP VIA	NANKIN	About 4th Feb.	Freight and Passage.
SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	Capt. Owen Jones, R.N.R.		
SHANGHAI, MOJI, KOBE, NILE, and YOKOHAMA	Capt. H. Powell	About 7th Feb.	Freight and Passage.
SHANGHAI	ASSAYE	About 13th Feb.	Freight and Passage.
	Capt. G. J. Caldwell		

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th January, 1914

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WELHAIWEI, CHEFOO and DALNY	"KWANGSE"	On 31st Jan., 11 a.m.
SHANGHAI and TSINGTAU	"YINGCHOW"	On 31st Jan., 11 a.m.
SHANGHAI	"SHAOHSING"	On 3rd Feb., Noon.
MANILA, CEBU and ILOILO	"TEAN"	On 3rd Feb., 4 p.m.
SHANGHAI	"ANHUI"	On 5th Feb., 4 p.m.
SHANGHAI and TSINGTAU	"KANCHOW"	On 7th Feb., 11 a.m.
MANILA, CEBU and ILOILO	"SUNGKIANG"	On 10th Feb., 4 p.m.
SHANGHAI	"LIANGCHOW"	On 10th Feb., 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 30th January, 1914. TELEPHONE 36. AGENTS. [5]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHONG"	Capt. W. C. Passmore	FRIDAY, 30th Jan., at 11 A.M.
"HAIYAN"	Capt. J. S. Rosch	TUESDAY, 3rd Feb., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 6th Feb., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 1st Feb., at 10 A.M.
		WEDNESDAY, 4th Feb., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 30th January, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	...	On 2nd Feb., Noon.
EMPIRE	...	On 27th Feb., 10 A.M.
ST. ALBANS	...	On 20th Mar., 10 A.M.
EASTERN	...	On 9th Apr., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and VANCOUVER (B.C.) and PORTLAND (Or.)

Taking Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)
S.S. SPEZIA	S.S. SAXONIA
...	...
S.S. SAXONIA	FOR MARSEILLES, HAVRE & BREMEN:
...	S.S. ANDALUSIA
S.S. SCANDIA	...
...	S.S. PREUSSEN
S.S. ASSYRIA	FOR HAVRE, BREMEN & HAMBURG:
...	S.S. O. J. D. ALLERS
S.S. SUEDEMARK	FOR MARSEILLES, HAMBURG & ANTWERP:
...	S.S. SUEVIA
	FOR MARSEILLES & HAMBURG:
	S.S. SITHONIA

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th January, 1914.

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots	FRI., 13th Feb.
CHIYO MARU	22,000—21 knots	SATUR., 7th Mar.
TENYO MARU	22,000—21 knots	SATUR., 4th Apr.
NIPPON MARU	11,000—18 knots	WED'DAY, 8th Apr.

* via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS)	\$120.
FIRST CLASS TO NEW YORK	\$60.		\$96.10.
" " " " SAN FRANCISCO	\$45.		\$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
KIYO MARU	17,000—14 knots	TUESDAY, 3rd February, 1914.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.



SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

Steamer	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21 "
S.S. SHINYO MARU	22,000	21 "
S.S. NIPPON MARU	11,000	18 "
S.S. HONGKONG MARU	11,000	18 "

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every State-room. Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver without Change. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots, New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

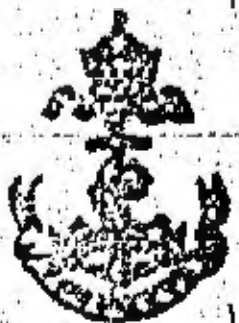
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 326.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

46] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA ST. GOTTHARD EXPRESS:
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th February, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no extras, no tips, no inside Cabins.
Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUER and PORT SAID.
S.S. "CHINA," 11,000 tons, will leave as above about 2nd February.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Extras. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £2.16.
Via Venice, Milan, St. Gotthard, Lucerne, Basle, Lyon, Calais or Boulogne, Class I £3.15, II £2.19.
BY SEEMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.11, II £2.9.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.15, II £4.16.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st February, at 6 A.M.

FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £3 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 1st February.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS.

Hongkong, 26th January, 1914. [43]

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG"	18,300	Tuesday, 3rd Feb., at 10 A.M.
	Capt. F. von Binzer		This Steamer will call at Manila.
SHANGHAI, TSINGTAU, KOBE, and YOKOHAMA	"DERFFLINGER"	17,000	About Thursday, 5th Feb.
MANILA, ANGAUE, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	6,100	Saturday, 21st Feb., at 10 A.M.
	Capt. O. Juran		
KOBE	"PRINZ WALDEMAR"	6,100	About Tuesday, 3rd Feb.
	Capt. O. Juran		
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	Wednesday, 4th Feb., at 9 A.M.
	Capt. J. Kohnler		

All the Steamers of the Imperial German Line are fitted with Wireless Telegraphy New System of Telefunken.

PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON FEBRUARY 3RD.
"PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
Capt. F. von Binzer		
"GOEBEN"	17,300	ON FEBRUARY 18TH.
Capt. A. Ahlborn		
"DERFFLINGER"	17,250	ON MARCH 3RD.
Capt. F. Proesch		
"KLEIST"	17,000	ON MARCH 18TH.
Capt. L. Maass		
"PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
Capt. C. Mundt		
"YORCK"	17,000	ON APRIL 15TH.
Capt. F. Loebner		
"PRINCESS ALICE"	20,300	ON APRIL 28TH.
Capt. J. Bortfeldt		

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the Imperial German Line are fitted with Wireless Telegraphy.

(System Telefunken.)

NO SURTAX ON PASSAGE FARES.

EARLY BOOKING RECOMMENDED.

[48]

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.	HOMEWARD.
Steamship	about 1914
"MARK"	2nd Feb.
"GOETTINGEN"	16th Feb.
"TUEBINGEN"	2nd March.
"GERNIS"	16th March.
" "	30th March.
" "	13th April.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

Hongkong, 29th January, 1914.

GENERAL AGENTS.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—75' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 212.

Telegraphic Address:—"TAIKOO DOCK"

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OBTAINABLE FROM
THE SINCERE CO., LTD.
SUB-AGENT FOR HONGKONG.
Hongkong, 26th January, 1914. [36-22]

NATURA MILK

LION



BRAND

BEST STERILIZED MILK

ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 26th January, 1914. [36-45]

PETER SCHUERMANN AND SCHROEDER'S

WOOLLEN PIECE GOODS

SUITINGS, COATINGS, BROAD CLOTH.

REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG.

Hongkong, 26th January, 1914. [36-55]

SHARE LIST.—QUOTATIONS.

HONGKONG, 29th JANUARY, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA- TION'S CASH.	RETURN ON BASIS OF LAST DIV.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	1800	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	11, buyers	5 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sellers	
China Provident Loan & Mortgage Co., Ltd.	20,000	\$10	all	\$9.90, buyers	7 1/2 p.c.
COTTON MILLS.					
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 136, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9, sellers	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$7 1/2, buyers	5 p.c.
DOCKS AND WHARVES.					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, buyers	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$5	all	\$5, buyers	3 p.c.
New Amoy Dock Co., Limited	10,000	\$5	all	\$5, buyers	7 1/2 p.c.
H'hai Dock and Engineering Co., Ltd.	50,000	Tls. 100	all	Tls. 106, buyers	
H'hai and Hongkong Wharf Co., Ltd.	50,000	\$10	all	\$10, buyers	
Green Island Cement Co., Limited	60,000	\$10	all	\$10, buyers	4 p.c.
Hongkong Electric Co., Limited	12,000	\$50	all	\$120	5 p.c.
Hongkong Hotel Company Limited	8,000	\$25	all	\$25, buyers	
Manila Metropolitan Hotel, Limited	15,000	Pa. 10	all	Pa. 10, buyers	5 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$25, buyers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$10, buyers	5 1/2 p.c.
H'kong & South China Steam Fishery Co., Ltd.	15,000	\$10	all	\$10, buyers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10, buyers	
Hongkong Tramway Co., Ltd.	325,000	5/4	all	7/6, sales	
INSURANCES.					
Union Insurance Office Co., Limited	10,000	\$250	\$50	\$320, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$160, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$385, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$25	\$5	Tls. 135, buyers	
Union Insurance Society, Limited	12,400	\$250	\$100	\$315, buyers	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$192, buyers	6 1/2 p.c.
LANDS AND BUILDINGS.					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$109, x. div.	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	all	\$109, x. div.	6 1/2 p.c.
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$9.10, sellers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$43, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 91	
West Point Building Co., Limited	12,500	\$50	all	\$50, x. div. buy.	5 1/2 p.c.
Manchuangji tot Manchuangji	25,000	Gds. 10	all	Tls. 31	
MINING.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	37/6	
Heawood Tin and Rubber Estate, Ltd.	822,000	2 1/2	all	2 1/2	
Ramb Australian Gold Mining Co., Ltd.	250,000	\$1	all	\$3.10, sales	
Tronoh Mines, Limited	150,000	\$10	all	\$10, buyers	7 1/2 p.c.
Peak Tramways Co., Limited	50,000	\$108 1/2	all	\$109 1/2, sellers	
Philippine Co., Limited	75,000	\$10	all	\$5	
Pulper & Papereries du Tonkin Societe des	13,200	\$50	all	\$20, sellers	
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100	all	\$94, buyers	5 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$51	
STEAMSHIP COMPANIES.					
China and Manila Steamship Co., Ltd.	50,000	\$25	all	\$30, buyers	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$24	
H'kong, Canton & Macao S.E. Co., Ltd.	30,000	\$15	all	\$7 1/2, [L'don.	7 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	50,000 def.	\$25	all	sel. 127.15	
Shell Transport & Trading Co., Ltd.	4,500,000	\$1	all	109, sel. 106 1/2	6 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$47, buyers	3 1/2 p.c.
South China Morning Post, Limited	6,000	\$25	all	\$20, sel. & buy.	
Steam Laundry Company, Limited	20,000	\$5	all	\$4 1/2, sel. & buy.	
STORES AND DISPENSARIES.					
Powell, Wm., Limited	15,000	\$7	all	\$9, sellers	4 p.c.
Watson & Co., A.S., Limited	90,000	\$10	all	\$8, sellers	
Union Waterboat Co., Limited	50,000	\$10	all	\$17 1/2, buyers	5 1/2 p.c.

Para Rubber in London

3 1/4 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 787,200.	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share Brokers.

Printed and Published by BRETHAM A. HALL for the Concerned at 10A, Des Voeux Road Central, Victoria, Hongkong; London Office, 181, Fleet Street, E.C.

COMMERCIAL.

CLOSING QUOTATIONS.

January 29th.

ON LONDON.	
Telegraphic Transfer	110 1/2
Bank Bills, on demand	110 1/2
Bank Bills, at 30 days sight	111
Bank Bills, at 4 months sight	111 1/2
Credits, at 4 months sight	111 1/2
Documentary Bills 4 months sight	111 1/2
ON PARIS.	
Bank Bills, on demand	240 1/2
Credits, at 4 months sight	245 1/2
ON GERMANY.	
On demand	195 1/2
ON NEW YORK.	
Bank Bills, on demand	46 1/2
Credits, at 60 days sight	47 1/2
ON HONGKONG.	
Telegraphic Transfer	142
Bank, on demand	142 1/2
ON CALCUTTA.	
Telegraphic Transfer	142
Bank, on demand	142 1/2
ON SHANGHAI.	
Bank, at sight	74
Private, 30 days sight	74 1/2
ON YOKOHAMA.	
On demand	33 1/2
ON MANILA.	
On demand	33 1/2
ON SINGAPORE.	
On demand	31 1/2
ON BATAVIA.	
On demand	115 1/2
ON RAIPUR.	
On demand	1 1/2 p.m.
ON SAIGON.	
On demand	80 1/2
ON BANGKOK.	
On demand	80 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.40
GOLD LEAF, 100 fine, per tael	\$54.80
BAR SILVER, per oz.	26 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$11.60 discount.
Chinese	10 "	\$11.90 "
Hongkong	20 "	\$ 7.90 "
Hongkong	10 "	\$11.58 "

MAILS VIA SIBERIA.

London	Shanghai
January 10th.	January 26th.

TO-MORROW

Noon—Societe des Pulpes et Papeteries du Tonkin Meeting of Hongkong Shareholders at Messrs. Lowe, Bingham & Matthews' Office.

FORTHCOMING EVENTS.

Wednesday, 4th Feb.—
2.15 p.m.—Meeting of the Licensing Board at the Council Chamber.
Saturday, 7th Feb.—
Noon—Union Waterboat Co., Ltd. Meeting of Shareholders at Dodwell & Co., Ltd.'s Office.
9.15 p.m.—Philharmonic Concert at the Theatre Royal.
Tuesday, 10th Feb.—
Noon—Hongkong, Canton and Macao Steamboat Co., Ltd. Meeting of Shareholders.
Thurs., Fri. and Satur., 12th, 13th and 14th Feb.:
0.15 p.m.—The Idol's Eye at the Theatre Royal.
Saturday, 14th Feb.—
Noon—Hongkong and Shanghai Banking Corporation Meeting of Shareholders at the City Hall.
Monday, 16th Feb.—
Hongkong Races Meeting—1st Day.
9.15 p.m.—The Maud Allan and Cherniavsky Co. at the Theatre Royal.
Tuesday, 17th Feb.—
Hongkong Races Meeting—2nd Day.
9.15 p.m.—The Maud Allan and Cherniavsky Co. at the Theatre Royal.
Wednesday, 18th Feb.—
Hongkong Races Meeting—3rd Day.
9.15 p.m.—The Maud Allan and Cherniavsky Co. at the Theatre Royal.
Saturday, 21st Feb.—
Hongkong Races Meeting—Off Day.
Tuesday and Wednesday, 23rd and 24th March:—
Hongkong Horticultural Society Flower and Vegetable Show at the Botanic Gardens.

POST OFFICE NOTICE.

The *Devanha*, with the MAILS FROM LONDON (via Siberia) of Wednesday and Saturday, the 7th and 10th inst., is due to arrive here to-day.

The *Hongkong Maru*, with the AMERICAN MAIL, is due to arrive here to-morrow, between 6 and 8 a.m.

The *Pervia*, with the AMERICAN MAIL, left Manila on Thursday, the 29th inst., at 6 p.m., and is due to arrive here to-morrow, at noon.

FOR	PER	DATE
Swatow, Amoy and Foochow	Hanching	Friday, 30th, 10.05 A.M.
*Shanghai, *North China & *Japan via *Kobe	Tokyo	Friday, 30th, 11.00 A.M.
*Straits, *India via Calcutta	Arratoon Apar	Friday, 30th, 11.00 A.M.
Pennang	Silala	Friday, 30th, 11.00 A.M.
*Weihaiwei, *Chefoo and *Dalu	Kwangse	Friday, 30th, 5.00 P.M.
Japan via Nagasaki	Toyora Maru	Friday, 30th, 5.00 P.M.
Hainan, *Pekhoi and Saigon	Johanna	Saturday, 31st, 8.00 A.M.
Hoihow and Peking	Triumph	Saturday, 31st, 8.00 A.M.
SREATIS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELS, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to Noon, Extra Postage 10 cents).		Saturday, 31st, 1.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents).		Saturday, 31st, 3.00 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).		Saturday, 31st, 5.00 P.M.
The Parcel mail will be closed to-day, at 5 p.m.		Saturday, 31st, 5.00 P.M.
*Philippine Islands	Loongang	Saturday, 31st, 1.00 P.M.
*Shanghai, *North China, *Japan via *Yokohama	Wah	Saturday, 31st, 3.00 P.M.
*Straits and *North China	Vernon	Saturday, 31st, 5.00 P.M.
*Shanghai and *North China	Bohemia	Saturday, 31st, 5.00 P.M.
SHANGHAI, NORTH CHINA and TSINGTAU (EUROPE via SIBERIA)	Hansang	Saturday, 31st, 5.00 P.M.
*Swatow, Amoy and Formosa via Tamsui	Yingchow	Saturday, 31st, 5.00 P.M.
Swatow	Daigi Maru	Sunday, 1st, 9.00 A.M.
Sandakan, Australia, Tasmania and New Zealand via Thursday Island	Haimun	Sunday, 1st, 9.00 A.M.
*Shanghai and *North China	Aldenharn	Monday, 2nd, 11.00 A.M.
PHILIPPINE ISLANDS, STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELS, EGYPT and EUROPE via NAPLES	Wesang	Monday, 2nd, 5.00 P.M.
Swatow, Amoy and Foochow	Prinz Ludwig	Tuesday, 3rd, 1.00 P.M.
Japan via Moji, Hilo, *Honolulu, *Manzanillo, *Salina Cruz, *Callao, *Pana, *Liquique, *Valparaiso and *Buenos Aires		Tuesday, 3rd, 1.00 P.M.
Shanghai and *North China		Tuesday, 3rd, 3.00 P.M.
Philippine Islands		Tuesday, 3rd, 3.00 P.M.
Jessellton, Kundat and Sandakan		Wednesday, 4th, 9.00 A.M.
Swatow		Wednesday, 4th, 10.00 A.M.
*Shanghai and *North China		Wednesday, 4th, 11.00 A.M.
*Shanghai, *North China, *Japan via *Nagasaki, *Victoria, B.C. and *Tacoma		Wednesday, 4th, Noon
*Shanghai, *North China, & *Japan via *Kobe		Wednesday, 4th, 5.00 P.M.

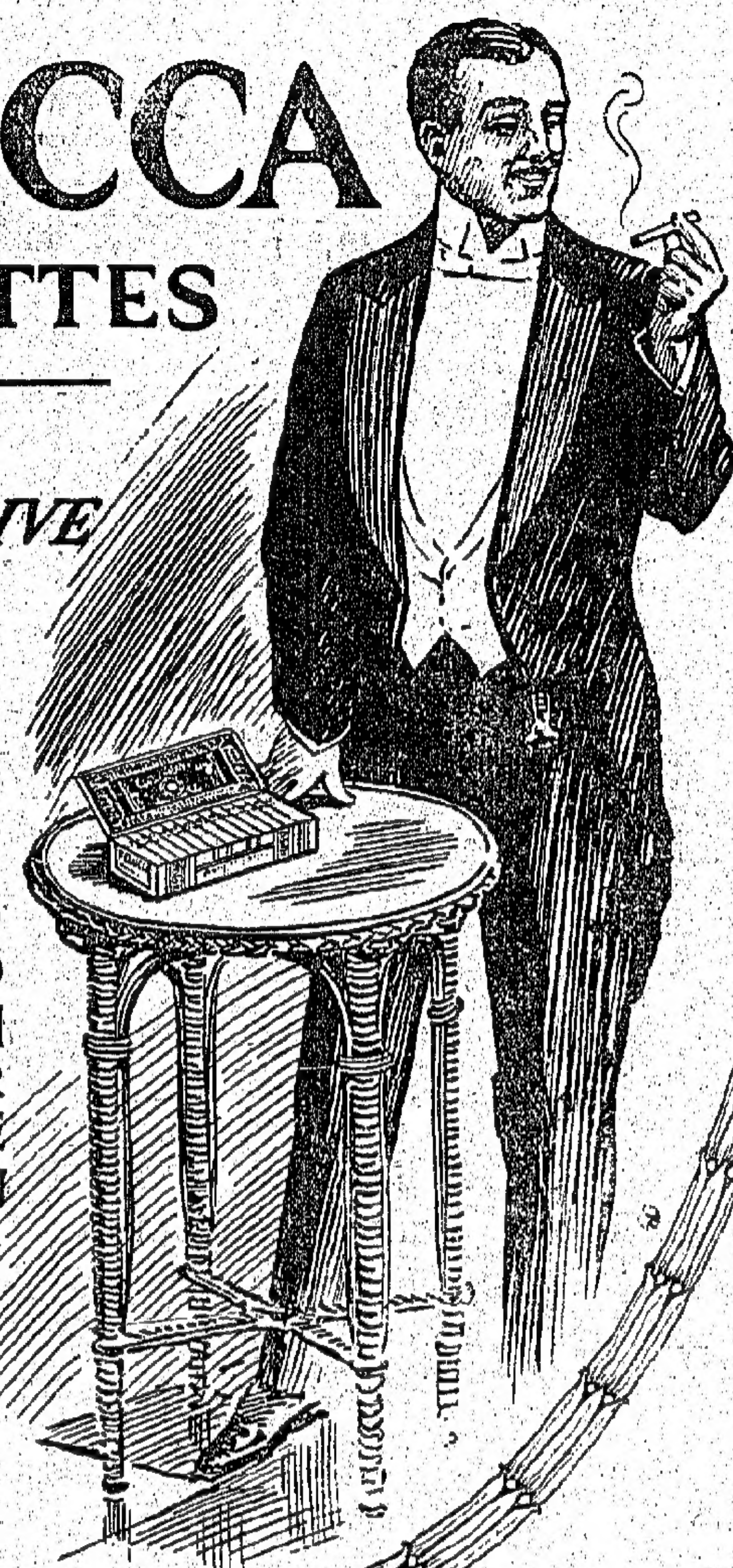
* Specially superscribed correspondence only.

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